

**104
PAGE
BUMPER
ISSUE**

SPECIAL ISSUE SPECIAL ISSUE SPECIAL ISSUE SPECIAL ISSUE SPECIAL ISSUE SPECIAL ISSUE SPECIAL ISSUE

THOUSANDS OF CARS FOR SALE INSIDE

WEDNESDAY 4 March 2020 No 1529 £3.40

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

EURO EVENTS KILLED OFF BY CORONAVIRUS

Swiss, French and Italians cancel car shows, but experts here frustrated with lack of advice

UK show organisers have spoken of their frustration over the lack of guidance being given about how to tackle the spread of Coronavirus.

Organisers of UK events have said that they still expect their car shows to go ahead – even though Switzerland and France have banned indoor shows expecting four-figure visitor numbers – but that Health Secretary Matt

Hancock's refusal to 'rule anything out' has left them unclear about whether shows here are at risk.

Show organiser, Mark Woodward, said: 'We have to be seen to do the right thing – if things change we will review the situation.'

'If the worst came to the worst we would suspend shows rather than cancel them.'

► **THE SHOWS AFFECTED, PAGE 3**

1000 CARS TO BUY NOW

This year's
hottest deals
**Yours from
just £250**

Top tips on
how to buy
wisely and
save money

**20
PAGE
PULL-OUT
GUIDE**



PLUS UK'S OLDEST VIVA FOR SALE P5



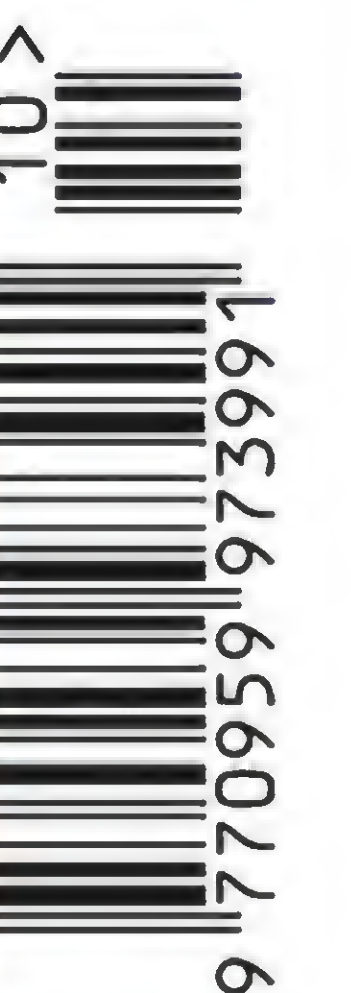
TRIUMPH TOLEDO £4995

VOLVO 740GL £2995

M-BENZ 300SL £18,990

JAGUAR Mk2 £32,950

CARS FOR SALE DRIVEN



30 YEARS OF THE BIGGEST NEWS AND THE BEST DEALS

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS



OPEL SPRAYS HOT WATER

**CAN WE GET
MONZA FIXED?**



FOUND BY FIFTH GEAR STAR

**RARE ALLEGRO
TO BE SAVED**



TESTED BY CLARKSON

**FIAT'S JOURNEY
TO SHOWBIZ!**

Mar
4
2020

THIS WEEK

Right now in the classic car world



20 PAGES OF
UNDERRATED CARS

If – like me – you're forever pondering what classics should next take up residence in your garage, then I reckon you'll

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SCENE

CMC's Bulldog spirit

Shropshire-based Classic Motor Cars (CMC) is to restore the only Aston Martin Bulldog ever built to working order after its owner decided to attempt something that the car never managed in period – reach 200mph.

CMC has assigned eight staff to strip and rebuild the car over an 18-month period and is working with the original Aston Martin engineers who created the car in the late Seventies.

CMC's managing director, Nigel Woodward, confirmed that getting the car running and driving again would need

a combination of original and upgraded parts if it was to make the double ton and tour the world afterwards, as per the owner's wishes. The best the Bulldog managed to achieve in period was 191mph at MIRA in 1981.

He said: 'We want to put the car back to its original configuration but we may include modern components and technology to improve its reliability.'

'Overall, we want to keep the original engineering architecture and appearance of the car.'

classic-motor-cars.co.uk



CMC workshop manager Tim Griffin (left) and managing director Nigel Woodward with the Aston Martin Bulldog, shortly before embarking on an 18-month restoration. The company reports that it has not been affected by the floods in nearby Ironbridge.



The car is original, but new panels will be needed for it.

FOR SALE

Cooped-up Cooper comes to market

A 30,000-mile 1964 Mini Cooper packed with Sixties memorabilia is up for sale.

The 998cc model has been off the road for 40 years, and comes with Player's No 6 cigarette packets, Green Shield stamp books and even a Sixties newspaper in the rear pocket.

Vendor Pete Flanagan, from Glossop, said: 'It's a great project to restore. It

was found in a garage in St Helens, Merseyside, and the fact that the garage was full of bric-a-brac has probably saved it from the moisture.'

Amazingly, the floor panel is still finished in its original factory Tartan Red but the car's next owner will need to invest in new panels. The Mini is being offered at £12,950.

Tom McCooley
0161 5060433



Mini was hidden behind piles of junk.

FOR SALE

Riley's path is finally clear

Classic dealer unearths rare Pathfinder after nearly 50 years' slumber

A rare 1956 Riley Pathfinder has been found in the garage where it has sat untouched for 47 years.

Bedfordshire-based RS Cars proprietor, Richard Shrive, who retrieved the car after a tip-off, said: 'It really is a one-off find. Once a seized brake had been dealt, with the car came out of the garage with no problems.'

Richard was told that the Riley's owner drove it into the garage in 1973 and never touched it again after he became ill.

The car comes with its original log book – a useful document given that its registration is not on the DVLA computer – and is ripe for restoration, although the engine is seized. Richard said: 'The chassis and floor pans are in good condition; both sills need replacing, but the interior is in excellent condition.'

Riley RM Club chairman, Judith Uttley, said: 'We are very pleased to hear that this car has been found. We very much hope that the new owner will join the club, and I'm sure that they would like to take advantage of our spares service.'

RS Cars is seeking offers around £5995.

Nick Larkin
01525 307123



Could you get this Pathfinder back on the road? The Riley RM Club can help with spares...

enjoy our 100 hottest classic buys (page 37). We reckon all of the cars in our 20-page pullout supplement have been underrated for years – and as a result, represent some of the

best deals out there. I hope that it helps you to pick up your next classic – and if you do, let us know about it! Enjoy the issue.

DAVID SIMISTER EDITOR

p4



Myth Buster - Did Postman Pat really drive a Bedford HA van?

p8



Value My Classic - How much to insure this rare Eighties Mazda?

p37



100 classics to buy now - assessed and rated by our team of experts



Despite shows shutting down over Europe owing to coronavirus, the Practical Classics Classic Car and Restoration Show will be going ahead on 27-29 March.

EVENTS

CORONAVIRUS CANCELS BIG CLASSIC EVENTS

PC Resto Show to go ahead; UK organisers prepare for the worst

THE COVER STORY

The outbreak of coronavirus is steadily shelving car events across Europe and Asia – but, for the moment, UK events, including the Practical Classics Classic Car and Restoration Show on 27-29 March, are going ahead.

Show director, Lee Masters, said: 'There are no attendees to Classic Car and Restoration Show registered from China or Hong Kong. If any attendee has been to China or Hong Kong in the last 14 days, we cannot admit them.'

Retro Classics in Stuttgart went ahead as planned last week and there are currently no plans to cancel Techno-Classica Essen (25-29 March). In an official statement, the Head of the City of Essen's Department of Health, Peter Renzel, said: 'Neither Techno-Classica nor other events in our city would require cancellations at this time. The Techno-Classica will take place at Messe Essen on 25-29 March.'

Over the border in Switzerland, however, the 90th Geneva International Motor Show (GIMS) has been called off at short notice with many displays still under construction; classic car exhibits are always part of the show space and Morgan, which was planning to unveil a new car in the Swiss capital, will now launch it elsewhere. The closure of GIMS came after the Swiss Federal Council banned public and private events in Switzerland at which more than 1000 people would gather. This ban on events comes into immediate effect and will apply until 15 March at least.

GIMS Foundation Board chairman, Maurice Turrettini, said: 'This is a case of *force majeure* and a tremendous loss for the manufacturers who have invested massively in their presence in Geneva. However, we are convinced that they will understand.'

The country-wide cancellation has also killed off the annual Ice In St

Moritz event, which is popular with members of the air-cooled Porsche community.

Italian shows have also fallen by the wayside – but organisers of the Villa d'Este show on 24-25 April, who have moved the show to Villa la Massa in Florence, insisted that the move was to showcase its newly refurbished resort rather than because of any worries over the coronavirus issue.

All of the confirmed cases in the UK have been from people travelling back from infected areas; various tours from the UK into Asia have

been cancelled, including the Rally Round Trans-Himalayan Adventure 2020. Rally director, Andrea Seed, said: 'This decision has not been made lightly. We cannot predict the outcome of the coronavirus but as always, the participants' safety is our paramount concern.'

Of late, UK shows have had weather, rather than coronavirus contingencies to worry about.

Organiser Classic Shows said that its plans were unaffected by either: 'Our first car show isn't until May; we only have two smaller autojumbles before then, so we aren't considering anything yet.'

The British Motor Museum at Gaydon and National Motor Museum at Beaulieu said that while they had contingency measures in place, they expected their shows to be unaffected by coronavirus because most begin during the traditional UK show season in May.

tinyurl.com/vmm6szv

'Neither Techno Classica nor other events in our city require cancellation'

PETER RENZEL, CITY OF ESSEN

IN BRIEF

Racer sells off classic hoard

Former racing driver, Marcel Petitjean, is to sell his collection of 100 American, British, French, German and Italian classics at RM Sotheby's Essen sale on 26-27 March – all at no reserve. The historic hoard includes two E-types, a 1930 Alfa Romeo 6C 1750 and a 1991 Lamborghini Diablo.

tinyurl.com/rzolssox



Callum's cars to go on show

Ian Callum's personal collection of cars will feature at the London Concours, taking place at the Honourable Artillery Company on 10-11 June. Callum, Jaguar's former Head of Design, will be the subject of the event's regular feature display 'The Collector' and will feature cars from his own garage such as his resto-mod Jaguar XJC, Triumph TR6, 993 Porsche 911, Alfa Romeo Giulia GTV and Ford Model B.

londonconcours.co.uk

QUOTE OF THE WEEK



'At this point the damage will be horrendous. Tools and equipment will all be gone'

CHRIS MARLOWE OF THE YORKSHIRE CLASSIC CAR CENTRE IN SNAITH TALKING ABOUT THE RECENT FLOOD DAMAGE

View private classic stash

As demolition of the former MG-Rover Car Assembly Buildings continues, MG dealer Paul Rigby has opened its doors inside the site's retained Conference Centre. Visitors to the dealership can access Longbridge's small private museum, which contains a collection of classics normally inaccessible to the public, including the five millionth Rover built (a 75 V6), four Minis, two Austin-Healey 3000s, a Rover P3 and an MGTF.

mg.co.uk

SCENE

ALLEGRO SS RESCUED

TV star unearths rare Allegro with the help of *Fifth Gear*'s Jonny Smith

Lazy Boy Garage's Tim Glover is to restore a one-owner 1974 Austin Allegro Sport Special after both he and *Fifth Gear*'s Jonny Smith dragged it out of a Lincolnshire garage.

Tim told CCW that the car will take pride of place on the Allegro Owners' Club International's stand at the Practical Classics Classic Car and Restoration Show on 27-29 March and be displayed in 'as recovered' condition.

The Allegro, which Allegro Owners' Club International records suggest is one of eight SSs left, has been vandalised over the three decades that it has been sitting in storage, losing its special instrument binnacle, gear knob, centre console, SU carburettor and bonnet. The previous owner, who bought the car new, kept the log book and rare wood inset 'Quartic' steering wheel when he parked the car up after getting a works van.

Arch fan Tim's first car was an Allegro Series 3 and he currently owns another Allegro that was assembled in Malta from a completely knocked down kit. He said: 'It was in a garage 50 yards from my house – and I'd been looking for one for years.'

Friend and *Fifth Gear* presenter, Jonny Smith – another Allegro fan whose Series 1 'street sleeper' is powered by a Rover 827 engine – helped Tim to rescue the Allegro from the garage it had lived in since the early Eighties, documenting the find for his Car Pervert YouTube channel. Jonny said: 'It's spurred me on to get my Allegro finished.

I loved the idea of a car that's super-rare but no-one really cares about. The reaction to the video has been amazing – and from reading the comments online, it's been a great nostalgia trip; loads of people have Allegro memories.'

Tim is hoping to replace many of the missing parts out of the Owners' Club's parts stash but has also appealed for anyone with Allegro SS parts to get in touch. He said: 'People treated it as a bit of a free for all when it was stuck in the

garage. Since moving it, I've got the engine to turn over, which is pretty remarkable considering that it had been left parked with one of its spark plugs out.

'It had been Ziebarted from new, so it's bad in some places but not others. It's never been welded, but I'll need some doors.

'I'd really like to preserve the vinyl seeing as it's spent 30-odd years out of the sun.'

■ allegroclubint.org.uk

■ roadhousemotor.co.uk



Jonny Smith, who filmed the car's rescue for his YouTube channel (tinyurl.com/s454xhk) with the Allegro SS.



Rare Allegro SS has been in storage since 1982.

See Tim's Allegro get recovered on YouTube!
■ tinyurl.com/s454xhk

SCENE

Shelsley specials sought



Striking GN 'Wasp' is one of the 24 Shelsley Specials that are already accounted for.

Shelsley Walsh is appealing to owners worldwide in the hope of reuniting as many 'Shelsley specials' – cars built especially for tackling its historic 1000-yard hill climb – as possible for a special event later this year.

Forty five of the 117 cars built over the years with the express aim of achieving a class 'best in time' (BTD) have yet to be accounted for; the team at Shelsley would like to get as many of them together as possible in time for the Reg Phillips Meeting on 4 July.

Anyone with a Shelsley Special, regardless of condition, is urged to contact Amanda Palmer at the Midland Automobile Club.

■ 01886 812211

■ amanda@mac1901.co.uk

IN BRIEF



Villa D'Este to move

Italian concours event Villa D'Este is to move to the venue that it visited in 2016 later this year. The renamed Villa D'Este Style will take place at the refurbished Villa la Massa in Florence on 24-25 April, where a host of pre-war Alfa Romeo 6Cs are expected. Villa D'Este's management team said that the move had nothing to do with the confirmed coronavirus cases confirmed near to Villa D'Este.

■ villadestestyle.com

Hill Climb cancelled

Organisers of the Centenary Holme Moss Hill Climb have announced that this year's hill climb, set to take place on 7-9 August, will not go ahead. It will return in 2021, once essential road maintenance has been completed. The Centenary dinner will go ahead as planned on 7 August and there will be a road event on 8 August.

■ holmemoss100.uk

MISSING IN ACTION: THE SHELSLEY SPECIALS

■ Austenity	■ Eldridge	■ Harker Special	■ Mephistophelgatti	■ SPA 390-01	■ TN Terror III
■ BFM	■ Emeryson	■ Harrizes	■ MG Bitza	■ Spikins	■ Trakstar
■ Borborygmus Special	■ EWS	■ Rheigold	■ Mini Buick Vita D	■ Splinter Clubmans	■ Triangle Flying Saucer
■ Buzzie	■ Farley MKII	■ Hart JG 79	■ Monaco	■ SRC 88 01	■ Viper
■ Caesar Special	■ Felday	■ Horton Special	■ Myers Special	■ Strang	■ Walton Bristol
■ Carlmark	■ Daimier	■ Hydrastumper Special	■ Nitus Bedford	■ Stromboli	■ Walton
■ Chatterbox	■ FHB 500	■ Jabberwock Mk.II	■ Old Gold	■ Swift Ford	■ Jakaranda
■ Chawner GN	■ FMS	■ Killick Special	■ PR2	■ Takhas	■ Ward Mk.8D
■ Chitty Bang Bang	■ Gitane	■ March Austin Turbo	■ Project 2	■ TDP Williams Two	■ Wharton Special
■ Cobweb	■ Goldwell G 100	■ Megapin Honda	■ RBS4C	■ The Spook	■ Worsley Harris
■ Cowlan	■ Gryphon Mk.II	■ Meldrum Special	■ Rudeani	■ The Terror	■ Yamaharvey
■ Delilah II	■ Hammond Special		■ Salome (Joystick Special)	■ Tiger Cat/Kitten	
■ Djinn	■ Hardy Special II		■ Smith Special		

MYTH BUSTER

Debunking the most common old wives' tales



VAUXHALL VIVA/ BEDFORD HA

1 IT'S BASICALLY AN OPEL KADETT A

The HA Viva may resemble its Opel Kadett A cousin, but although they share the same floor pan, they share little else. The two cars were individually developed under conditions of strict secrecy, and although it's likely that there was some collaboration between the two General Motors brands, they were both entirely separate projects, unlike later Opel/Vauxhall efforts.

2 THERE WAS NO ESTATE

While there was a factory-designed and built Kadett A estate, there was no equivalent Viva HA, adding more weight to them being very different vehicles. However, the Martin Walter Bedford Beagle estate conversion, using the HA van, was officially sanctioned and sold through Vauxhall/Bedford dealerships, so was to all intents and purposes the load-lugging Viva (until 1973, when it was supplanted by the estate Viva HC).

3 THE CHEVANNE REPLACED IT

Many sources have it that the HA van had a 20-year life until the Chevette-based Chevanne replaced it. Except the Chevanne, which was built from 1976 to 1984, didn't really supersede it at all – it wasn't a resounding success compared to the simple HA. The HA continued alongside it until 1983 and enjoyed rather more significant fleet sales.

4 POSTMAN PAT HAD A BEDFORD HA

Postman Pat's van is reputedly an HA – the Royal Mail was a huge user of the Bedfords. However, aside from general boxiness and round headlamps, the two seem to have very little in common. Influenced and inspired by, yes. Based on, less so. **Richard Gunn**



The first Viva was similar to the Kadett but not a badge-engineered variant.

FOR SALE

Oldest Viva HA comes to market

Clubs say that the 1963 car is the earliest example that they know of

What is believed to be the oldest surviving Vauxhall Viva HA is for sale at Martin Howey Classics in North Yorkshire. Registered on 1 November, 1963, the Deluxe has covered 40,000 miles from new and is up for £5795.

It's one of the few surviving early cars with cloth seats; Vauxhall switched to vinyl after a fire at the Luton factory, where the Viva was produced prior to its move to Ellesmere Port in 1964.

Martin Howey, who acquired the car from a collector in Scotland who drove it just 25 miles in the past two years, said: 'Condition-wise it has to be seen to be believed.'

Vauxhall Viva Owners' Club chairman, Fred Dukes said: 'It's not a car I've seen and it's certainly interesting.' John Knight of the Viva Drivers Club said: 'This car is a really significant find. We don't know of an older example.'

Nick Larkin
01677 367972
martinhowey@aol.com



IN BRIEF

Woodham Mortimer moves

Classic car specialist, Woodham Mortimer, has moved to a new site in Chelmsford, Essex. The restoration, race preparation and sales firm, which was created following the insolvency of JD Classics, has moved from Maldon on the Blackwater estuary to a purpose-built ten-car showroom next to Chelmsford's Clock Tower Retail Park. CEO and Chairman, Peter Haynes, said: 'Our stunning new premises mark a new era for Woodham Mortimer. The investment in our all-new facilities reflects the company's commitment to offering customers maintenance and restoration work of the very highest quality in an environment befitting the exceptional vehicles we maintain and sell.'

woodham-mortimer.com



Woodham Mortimer is now located just off the A414 in Chelmsford.

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LIS.B.CCW.HP

SCENE

'WE WILL BE CARRYING ON'

North Yorkshire classic dealership loses 25 cars to floods and suffers 'horrendous' damage



North Yorkshire Classic Car Centre in Snaith flooded on 25 February, costing the dealership at least 25 cars which couldn't be rescued.

The owner of a classic car dealership that has been inundated by flood water has vowed not to give up.

Chris Marlowe of the Yorkshire Classic Car Centre in Snaith had just two hours to attempt to move as many cars as possible out of harm's way last Tuesday.

A monumental effort from staff and volunteers saw between 50 and 60 classics saved from the flood, but Chris estimates that he has

lost 25 cars, as well as facing a ruined dealership: 'We had so many cars to move in the space of two hours on the Tuesday dinner time. There was no chance. We had people wading through waist-deep water to help.'

Water levels rose so high that the showroom window was obscured from view. The rescued cars are now on driveways and in fields and garages. Cars moved to more secure storage on higher ground included an MGB GT V8, Austin A40 Farina, Jaguar XJ6, Renault

Alpine GTA, Ford Fiesta XR2, Mercedes-Benz 280SE and a Volkswagen Golf Convertible.

Chris has to wait for the water to recede before finding out exactly which cars he hasn't managed to save, but he knows that the stock includes Daimlers and MGs. He said: 'I think it will be up to two weeks before we'll be able to get in.'

'All I know at this point is that the damage will be horrendous. Tools and equipment will all be gone – we'll just have to wait

and see. Hopefully the cars might be salvageable; they needed some work doing to them anyway.'

Having started selling classics a year and a half ago after starting in modern cars, Chris said that the flood would not halt his ambition. He said: 'Older cars are so much more enjoyable. You are selling to enthusiasts who want to work on their cars and want to keep history alive.'

'I don't want to do anything else, so we will be carrying on.' **Tom McCooey**

Brooklands icon saved

The jewel of Brooklands Museum's collection, a record-breaking 1933 Napier-Railton responsible for the all-time track record at the circuit, had to be removed

from the Surrey venue last week owing to fears for its safety.

Rain from Storm Dennis caused the nearby River Wey to burst its banks on 18 February, cancelling driving experiences at the adjacent Mercedes-Benz World and swamping its flood overflow defences; the museum was only able to open thanks to the efforts of its staff and volunteers.

The Napier-Railton, the fastest car to set a lap record at Brooklands before it was repurposed for wartime use, was returned to its display on 21 February.

The members' area, clubhouse and paddock near the finishing straight also flooded in 1968 and in 2013, before its flood defences were strengthened.

brooklandsmuseum.com



Flooding from the River Wey swamped Brooklands Museum's car park.

CLASSICS ON TV

Great cars to look out for on this week's telly



Top Gear (Peru special)

Any time, BBC iPlayer

In case you've missed the adverts, *Top Gear* is back for series 28. Despite a mixed reception from classic car enthusiasts, this episode – the Peru special – is a corker, with genuinely interesting classic content. It sees Chris Harris, Paddy McGuinness, and Freddie Flintoff go on a high-altitude mountainous adventure.

Freddie picks a VW Type 2, Paddy a Pontiac Trans Am that's been home-converted into a convertible and Chris Harris a Dodge Dart.

Yes, the three classics get treated brutally. Paddy's very rough Trans Am is damaged to the point where he has to replace it with an Oldsmobile Cutlass. Is it better to go out in a blaze of glory, or be towed to the scrappy in the sky? **Murray Scullion**



Do you know the whereabouts of Ian Davidson's stolen Rover P5B Coupé? It's painted Turquoise Blue with an Old English White roof.

'It's a very special car to me'

The owner of a stolen Rover P5B Coupé is appealing for information that might lead to its safe return.

Ian Davidson has owned his 1972 Rover for 39 years, having invested more than ten years and £20k in its restoration. It was taken from a locked garage in South Croydon in the early hours of 14 February.

Ian said: 'It is in superb condition. It's my only car and daily driver. It is mostly original.

'It is obviously an extremely special car to me.'

Anyone with sightings of the Rover should contact the Metropolitan Police on 0800 555 111, quoting crime reference number 3805267/20.

Tom McCooey



Have you seen this car?

IN BRIEF



AJ's Retro Village

The Beaulieu Spring Autojumble (16-17 May) is to include a new nostalgia-focused Retro Village that will include stalls selling vintage homeware, clothes and music. The event will also feature car club displays celebrating 60 years of the Saab 96, 50 years of the Austin A30 & A35 Owners' Club and 40 years of CCW's sister title, *Practical Classics*. **beaulieu.co.uk**

Trial cancelled

Poor weather has forced the Midland Automobile Club to cancel its Peter Blankstone Sporting Trial at Shelsley Walsh on 11 March. The trials, held since the 70s, had to be cancelled when roads to the venue and the venue itself, the Shelsley Walsh car park above the track, were forecast as being inaccessible on the day. **shelsleywalsh.com**

TR8 National to be held at BMM

It's hoped that up to 50 Triumph TR8s will converge on the British Motor Museum on 12 July in recognition of the Rover V8 variant of the Triumph TR7, produced from 1977-81 in factories in Speke, Canley and Solihull. Most of the 2780 made were exported, but 26 owners from Ireland, Sweden and Holland have so far confirmed.

tr8archive.co.uk

New MGLive! race

A one-off race held at this year's MGLive! (13-14 June) is to attract 58 historic pre-1966 saloon cars to Silverstone's Grand Prix circuit – and participation by invitation is still open. The British Motor Heritage and MG Car Club collaboration, will last 40 minutes and feature cars built to Goodwood St Mary's Trophy spec, running on Dunlop Historic Race tyres and pump fuel.

motorsport@mgcc.co.uk

Italian celebration

Italian automotive design will be celebrated in London with a conference featuring designers, museum leaders and design house managers. 'Wheels & Pencils – The Protagonists of Italian Car and Motorcycle Design' takes place at King's College London on 14-15 March. Alfa Romeo 164 designer, Enrico Fumia, is a confirmed speaker.

wheelsandpencils.co.uk

Marshalls needed

The 17th Scottish Malts tour, organised by the Historic Endurance Rallying Organisation, is looking for marshalls to help run the event, which takes place on the Scottish island of Mull; a local team based there is needed to look after the cars, which pass through on 21 April on four regularity runs and a special test.

gpparkinson@btinternet.com

MUSEUMS

LIVERPOOL FORDS FEATURED



Halewood-made Corsair 1500 still has the plastic protective covering on its seats.

Merseyside-made motors pack out Museum of Liverpool's new transport exhibition

The Liverpool on Wheels exhibition at the Museum of Liverpool has a selection of Liverpool-built cars on display until 1 November. Exhibits range from Halewood-built Fords to lesser known manufacturers such as AER and Vulcan.

Ford's millionth Escort – a 1982 L with 163 miles on the clock – is another part of the exhibition, along with an Escort Mk1 and Corsair 1500.

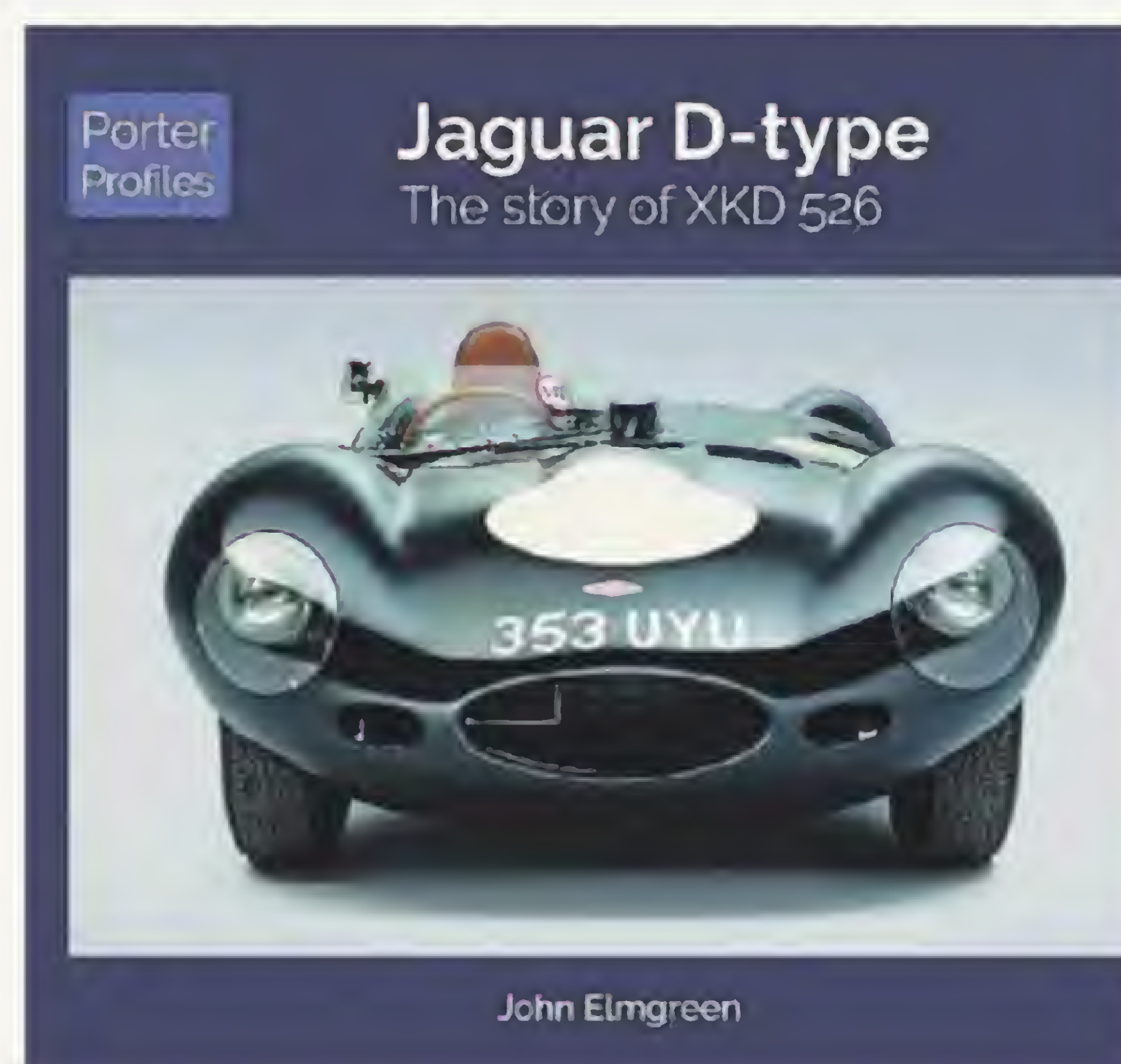
Spokesperson Sharon Brown said: 'Liverpool on Wheels is to celebrate the interesting variety and history of vehicles built in Liverpool.' **Pete Murray**
■ liverpoolmuseums.org.uk



Southport-built Vulcan is the earliest car on display; incredibly, part of the original Vulcan factory still stands today.

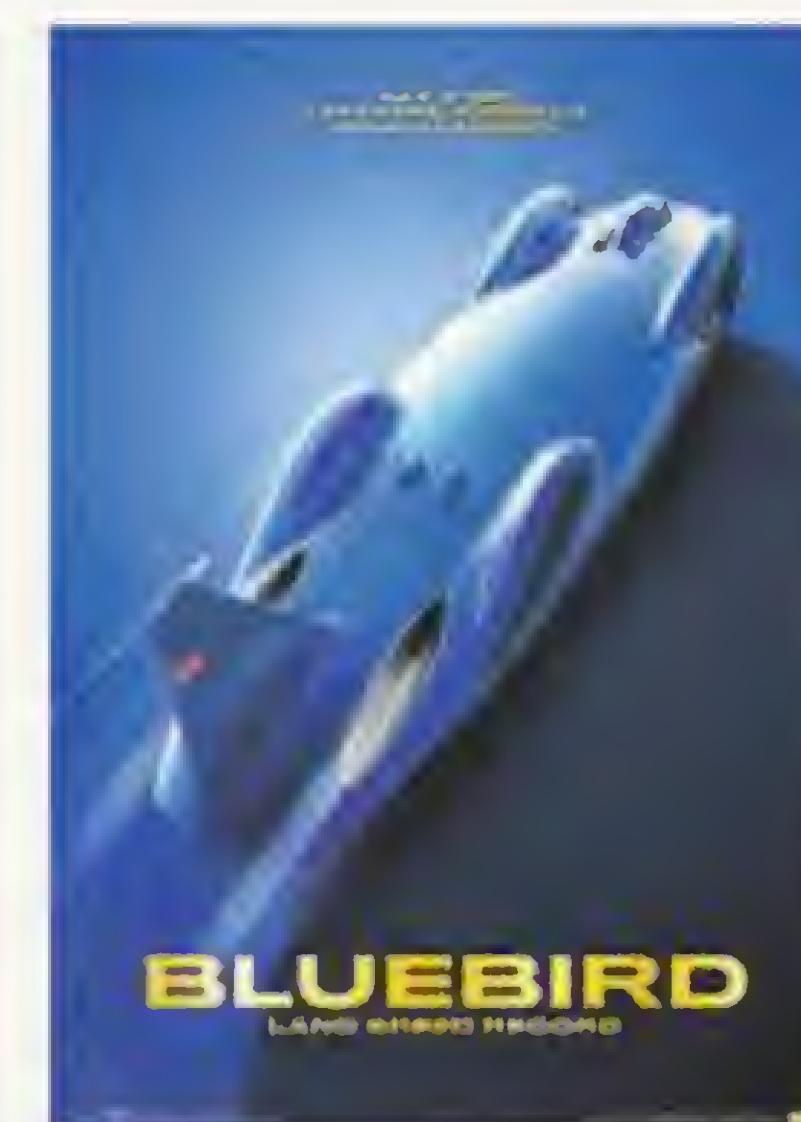
PRODUCTS New stuff you'll love

Jaguar D-type: The Story of XKD 526 £20



There's no denying the effort and research that's gone into chronicling the history of a single car. In this case, it's the racing and post-racing life of XKD 526, one of three D-types exported new to Australia. Period pictures and illustrations are joined by modern studio shots commissioned for the book. This is a very specialist title, with limited general appeal, but it really knows its stuff, and it merits shelf space if you're into Jaguar's racing history.
Richard Gunn

■ **Publisher:** Porter Press International
■ **Author:** John Elmgreen
■ **ISBN:** 978-1-907085-95-6
■ porterpress.co.uk



Bluebird Design Poster £93.80

The art team at Automobilit doesn't do things by halves – an entire digital model was made of Donald Campbell's famous Bluebird for the production of this new print, which has been initially released in a limited 403-piece run as part of the 'Collector's Editions' run, which feature gold pressed text. A 50x70cm poster on hefty 175g/m2 paper, the beautiful print will make for the perfect artwork for an office or garage wall for the speed freaks and automotive historians among us.

■ automobilist.com

MOMO Ultra Gear Shift Knob £119.99

For cars where good condition gear knobs are hard to come by, or standard items are ergonomically lacking, MOMO's new Ultra gear knob is billed as a high-quality alternative in classics already fitted with MOMO parts. An aluminium body covered with a microfibre grip, the knob will fit in well in interiors of Eighties and Nineties classics.

■ momo-uk.co.uk



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*Don't forget to tell us where you're from in your letters

Let's see more love for 'The Flying Pig'

I am consumed with frustration and regret. Upon opening my latest issue of CCW (19 February) my attention was gripped when I saw the article on the Ford Zodiac MkIV looking for a worthy owner. Yes, I've heard the derogatory remarks about the 'Flying Pig' and how they're inferior to the MkIII, but cars such as this should be cherished even if only for their rarity. I owned a Zodiac MkIV saloon in about 1978, which I bought from a garage for £90. It had been left by someone who couldn't pay the repair bill, so I was in the process of getting it through its MoT when the engine failed. I sold it to a taxi driver for £25 and he put a diesel engine in it. I've regretted it ever since and I'm now 62. So, reading about the estate car in your 19 February edition attracting much



LETTER OF THE WEEK

Our story on this Zodiac's uncertain fate reminded Steve Pilkington of the one that he used to own.

interest from banger racers and such filled me with genuine sadness. My first impulse was to snap it up and give it the future that it deserves, but the simple fact of the matter is that I have nowhere to keep it.

I really do hope to read shortly that it has found a good home. They only exist once, after all. Keep up the good work on what I think is a cracking publication.

Steve Pilkington, Bury, Lancashire

Oi... stop knocking the Galant!

With reference to Jon Burgess' £1000 Challenge on your Mitsubishi Galant (CCW, 19 February), may I make it clear that I do not doubt that he is an eminent correspondent and author in most aspects of motors/motoring and that he has accumulated a wealth of knowledge and experience of such things over the years. While enumerating the several faults that this car still exhibits since being purchased by CCW, I have to say that I feel that this was put across in such a negative way as to make the reading thereof very heavy weather. This is indeed an old, high-mileage vehicle that basically still does the business and deserves respect for still being around and looking good. Mr Burgess was essentially borrowing the car after all, and a little gratitude would not have come amiss. Or would he prefer to walk next time? Although hardly relevant, I have a particularly soft spot for this car because



Mitsubishi fan Nigel Davis reckons that we should be kinder to our £900 Galant.

my bedroom TV is a 39-year-old Mitsubishi which was purchased new so that we could watch the wedding of Prince Charles and Lady Diana in colour, having traded in our old black and white one against it. Needless to say that the picture quality is still excellent!

Nigel Davis, Tiverton

Mystery motors identified

I found the photographs sent in by Martin McLaughlin (*Your Letters*, 5 February) fascinating and good fun to identify. Perhaps other readers might be able to send in more queries to make this a semi-regular feature in our favourite weekly read. The first picture is an Austin Seven RK type saloon registered in Leicester in March or April 1930. Next is a Trojan three-door drop tail tourer with solid tyres. This model was introduced in 1927, but the number plate is not readable. The next one is almost certainly a BSA motorcycle combination of approximately 1927 carrying a Leicester registration of about 1906, evidently transferred from an earlier vehicle. The final image is of a 1910 Calthorpe 12/14 tourer carrying a 1910 Salford registration. Calthorpe cars were made in Birmingham.

Roger Armstrong, via email

VALUE MY CLASSIC

1989 Mazda 323 1.5 GLX estate

WHO? Jean Holden **MILES** 36,795
PROVENANCE Known from new **MODS** None
HOW MANY LEFT? 32 on the road*



HOW LONG HAVE YOU OWNED THE CAR?

I became the car's second owner on 25 May 2019. It was a bereavement purchase for £100. The first owner was a friend and I have known the car from new. It had done 35,925 miles at that point and has always been garaged. What a lucky find – ugly, but I love her! I've named her 'Maggie'. The car is currently insured for £600 and it's due for renewal in March. I would like advice on the value for this car, please. Also, it would be interesting to know how many of these Mazdas are still on record as surviving.

documents including the original bill of sale, Mazda sales brochure, all service records, past tax discs and MoT certificates – which confirm that the mileage is correct. The tool roll is unused and the box with the jack and wheelbrace remains unopened. The original radio/cassette player still works, the carpets are like new and the back seat looks like it's never been sat upon.

POWERED BY
HAGERTY
VALUATION TOOLS

HAS IT BEEN MODIFIED?

The car is as bought when new with no modifications.

WHAT'S LEFT TO DO ON IT?

Nothing more at the moment. Since buying the car the only expenditure it has needed has been on an MoT (which it passed without issue), getting the wheels powder-coated, and having a cambelt service done, along with fitting a new water pump – just in case.

WHAT WE RECKON

**Our figure for survivors includes hatchback models because they are listed together. Which means that there can only be a handful of estates left. There are a couple of similar mileage and model 323

hatchbacks currently on offer for £2000-odd, but an estate has to be worth more simply because they are so rare. Your agreed value insurance certainly needs raising.

Russ Smith



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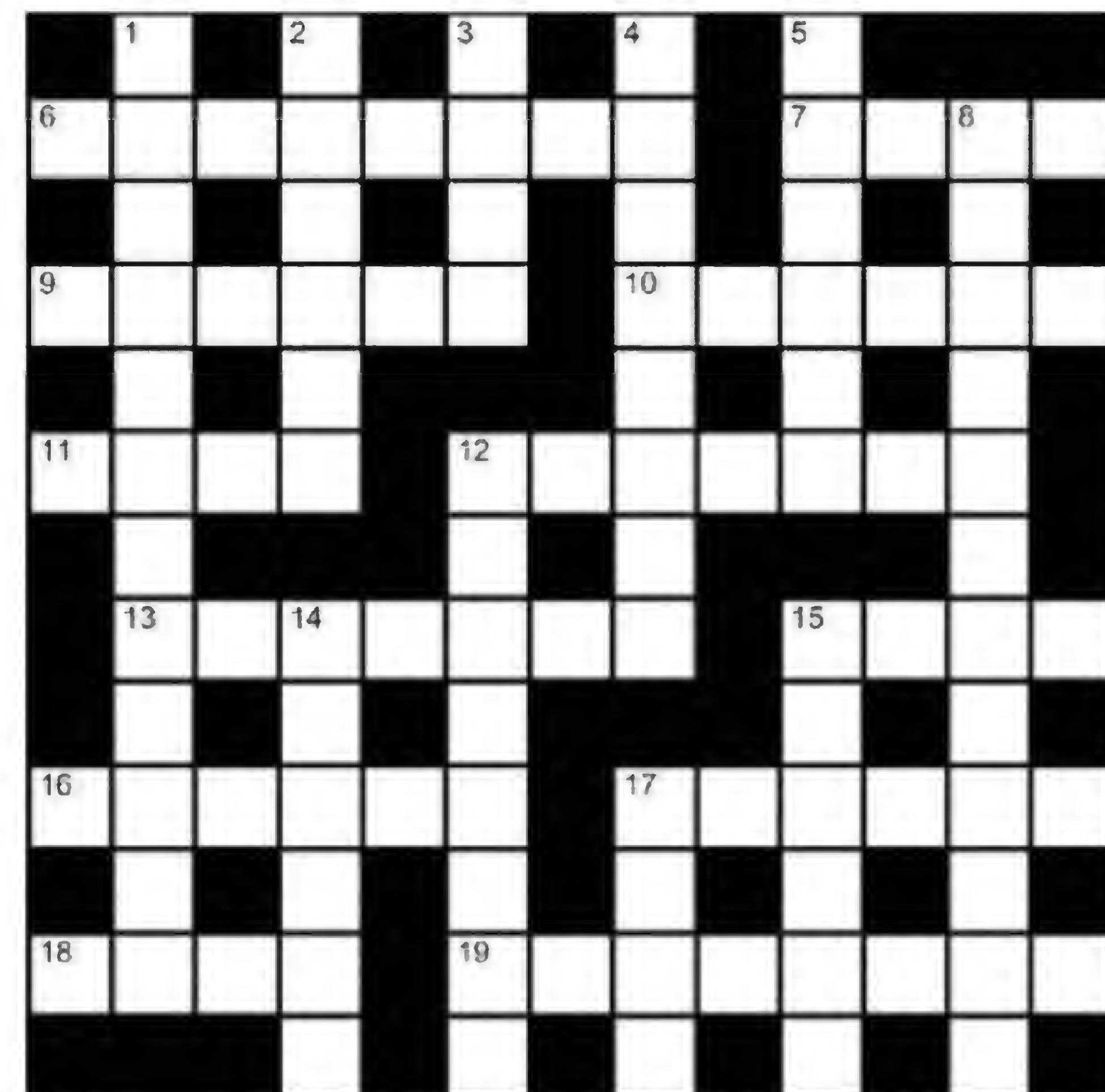
LAST WEEK'S ANSWERS ACROSS 4. Messerschmitt 7. Railton 8. Maxis 9. Axel 10. Thomas 13. Stilos 15. Saxo 18. Vixen 19. Estelle 20. Wolverhampton DOWN 1. SEATS 2. Impala 3. Strip 4. Morgan 5. Spiders 6. Synchromesh 11. Starlet 12. Modern 14. Twelve 16. Pilot 17. Atoms

CLUES ACROSS

6 Present-day Chevrolet SUV dating back to 1935 (8)
7 Three-cylinder Suzuki that came to the UK in 1981 (4)
9 See 17 down
10 Collective names for Ferrari's 166s, 195s and 212s (6)
11 & 19 across Seventies sports car made in the North East (4,8)
12 Top-spec Ford Granada which later became a separate model (7)
13 A marketing novelty such as the Maestro's talking dashboard (7)
15 _ Cooper, he of performance Mini acclaim (4)
16 Mr Scaglietti, famous Ferrari coachbuilder (6)
17 A 1991 retro roadster from Nissan (6)
18 Silver Rolls succeeded by the Silver Cloud (4)
19 See 11 across

CLUES DOWN

1 Carrozzeria Touring's lightweight coachwork (12)
2 Marque behind the Sheerline (6)
3 Triumph Stag structural feature, ideal for giving skiers a lift! (1-3)
4 The Jensen FF featured such brakes (4-4)
5 Popular name for a soft-roof convertible (6)
8 It gave the Bristol Beaufighter a boost of power (12)
12 Classic Volkswagen resurrected in 2008 (8)
14 The Scenic was originally part of this Renault range (6)
15 The famous Mk2 driven by Inspector Morse (6)
17 & 9 across Like the Lamborghini Espada in terms of passenger capacity (4-6)



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DAVID SIMISTER EDITOR

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1910s
1920s
1930s
1940s
1950s
1960s
1970s
1980s
1990s



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OUT & ABOUT

Great events for you and your classics

THE
MAIN
EVENT

EVENT REPORT RACE RETRO, STONELEIGH PARK, WARWICKSHIRE, 21-23 FEBRUARY

PRIDE BEFORE A FALL

Tributes, prangs and plans for Bonneville were all revealed at Stoneleigh

The three-day spectacle of Race Retro wasn't without drama. While the headline attractions – 1994 WRC Rally Championship winner Didier Auriol on stage and track, commemorations of the late Norman Dewis' and Russell

Brookes' respective careers – drew crowds, live action on the rally course, organised by Rallying With Group B, brought more than 140 historic rally cars to Warwickshire. Sunday's rain made the mixed surface course even more challenging, however.

Rauno Aaltonen's old 1963 Monte Carlo Rally Morris Mini Cooper appeared at Race Retro driven by Kelvin Sparrowhawk. The final day proved hard going. 'It's a bit rough for a Mini,' Kelvin said, after the rough course that had been cut up by faster machines.

Salvage Hunters: Classic Cars presenters Drew Pritchard and Paul Cowland visited Race Retro's halls, too, and *Wheeler Dealers Dream Car's* Marc 'Elvis' Priestley was also interviewed on stage.

Richard Morley, Broking Director at Reis Motorsport Insurance, said:

'The show celebrates all that's great about the motorsport community and there is truly something for every enthusiast. It was our first year as headline sponsor and a fantastic way to kick start the season for us.' **Jon Burgess**

■ raceretro.com



ONE YOU COULD BUY

1972 FORD ESCORT RS1600 CUSTOM OFFERS OVER £65,000

Cosworth BDA-engined performance Escorts are rare and sought-after cars; their high purchase price and suitability for rallying meant only 1137 were built on the special Advanced Vehicle Operations line in Aveley, Essex. This Electric Blue example, built in December 1971 and registered April 1972, was subject to a nut-and-bolt rebuild by specialist ASM nine years ago. The AVO Owners' Club has also authenticated the car and its letter comes with the service history, which includes a photographic restoration record.

■ Roger, 07887 877899



An eight-car exhibit remembered the varied career of rallyist Russell Brookes, who passed away in October 2019.



IT'S (INDOOR) SHOWTIME!

After a thoroughly windswept and sodden Jon Burgess returned from Race Retro, I'm reminded that we're less than a month away from the UK's next big indoor show, the Practical Classics Classic Car and Restoration Show. See you there!

CHARLIE CALDERWOOD EVENTS EDITOR

MARCH
Wednesday 4 Ace Hot Rod Night Ace Cafe, Brent, London. 1970-74. 8pm-10pm. london.acecafe.com
Thursday 5 South Wales Classic Car Club Meet Pontypridd Institute Athletic Club, Pontypridd, Rhondda Cynon Taf. 12.30pm-1.30pm. chris.01446.796601.svcc.net
Friday 6 Ace Café Classic Mini Meet Ace Café, Brent, London. 11.30am-1.30pm. martin.07866.425631
Saturday 7 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey. 10.30am-11.30am. 01306.632100
Huddersfield Autojumble Old Market Building, Huddersfield, W. Yorks. 10.30am-1.30pm. 01484.444444
Wednesday 18 Trent Valley Mini Owners Club Night The Gamekeeper, Scotter, Lincolnshire. 7.30pm-10.30pm. 01509.212121
Thursday 19 Kent Showground Kent Showground, Maidstone, Kent. 10.30am-1.30pm. kentshowground.co.uk
Friday 20 Slagness Classic Car Meet The Wilkome Inn, Slagness, Lincolnshire. 12.30pm-1.30pm. 01509.212121
Heritage Transport Show Kent Showground, Maidstone, Kent. 10.30am-1.30pm. kentshowground.co.uk

With spring almost upon us, the list of classic events is growing



The car owners of Hastings battle for parking during 1989



Next Week: All the best bits from Retro Classics Stuttgart



The ex-Alan Jones Williams FW07 headed up a two-column display of seven significant F1 cars.

PUFF RUNS OUT OF MAGIC

Bron Burrell's ex-World Cup Rally Austin Maxi 1750, 'Puff the Magic Wagon' didn't escape the wet gravel and mud stage unscathed, suffering a minor prang.

On the gravel and mud section connecting the tarmac access roads of Race Retro, Bron moved over to let a faster car by – only to slide into a hay bale made solid by the morning rain. 'I've dented the car and my pride,' she said, 'but it can be repaired'.

After pulling the nearside wing off the wheel, Bron drove Puff to the Project Shop in Bicester to be fixed. 'I broke the bull bar – but the wing can be hammered out.'

Bron Burrell surveys the damage caused to her Austin Maxi 1750 rally car, Puff the Magic Wagon, after hitting a hay bale.



Kelvin Sparrowhawk (left) took the ex-Rauno Aaltonen Morris Mini Cooper on stage, for current owner Pat Walker.



ARDS race instructor Adam Crowton with his Vauxhall Astra MkIII GSi 16v rally car, the first Group N example.



The Jaguar Enthusiasts' Club paid tribute to the life and times of the late Norman Dewis OBE with a three-car stand.



Lee Sellars Triumph 2500 PI drew the eyes of many as it made its way around the rally stage.

The 116-mile HERO Retro Classic Tour 2020 called in at Race Retro; entrants included a Wartburg 353 1.3, and a Hooper-bodied Rolls-Royce Silver Cloud Empress.



WORLD'S FASTEST JENSEN



The team behind The World's Fastest Jensen, a Jensen CV8 modified for high-speed runs, unveiled ambitious plans to crack 200mph at the Bonneville Salt Flats this year.

Ian Northeast, Harry Smith, Andy Best and Pete Riley displayed their CV8 on the FBHVC stand, which has a stroked 8.2-litre turbocharged engine and a Tremec six-speed gearbox.

The car has already travelled to Bonneville once, for 2018's Speed Week, but only managed 150mph following transmission failure, falling short of the then 170mph target.

Ian says: 'We've added a turbo so we've have just shy of 1000hp. We've done a lot of aerodynamic work too, so this year we will be disappointed if we don't top 200mph.'

EVENT PREVIEW DRIVE-IT DAY, NATIONWIDE. SUNDAY, 26 APRIL

Are YOU ready for Drive-it Day?

How to join in the nation's biggest celebration of classics, no matter where you and your car are

If you're lamenting the poor weather that is keeping your classic in its garage or under its cover, now is the time to plan how you will join in the Federation of British Historic Vehicle Clubs' annual blowing away of the cobwebs day on Sunday 26 April.

Drive-it Day is all about getting in your classic and driving it, but rather than just taking it for a drive on your favourite road (which you should definitely do too), many classic owners choose to join up at countless events across the country to take a look at everyone else's classics, too.

There are meet-ups at classic car museums, tourist spots, pubs and airfields, so we've selected ten of our favourites. It's worth having a look at the Federation's website too, which has a UK-wide list of Drive-It Day events.

■ fbhvc.co.uk



LAKELAND MUSEUM Lakeland Motor Museum, Ulverston, Cumbria LA12 8TA.

9.30am-4.30pm. To make a real day out of Drive-it Day, the 100-car gathering at the Lakeland museum offers the opportunity of spending an afternoon in the museum after seeing some fellow Cumbrian classics.

■ lakelandmotormuseum.co.uk



NATIONAL MEMORIAL ARBORETUM

Alrewas, Staffordshire DE13 7AR. 9am-3pm. More than 200 classics meet at the picturesque and poignant tree-lined avenues of the National Memorial Arboretum, which has the additional bonus of raising funds for the tranquil venue.

■ thenma.org.uk



CRASH BOX AND DEVON CAR CLUB DRIVE-IT DAY

Dawlish, Devon EX7 9PS. 10am-4pm. A cosy meet in the centre of Dawlish makes this the perfect get together for those with passengers who don't enjoy a field full of classics, with plenty of shops and cafes to frequent while you look at the cars. Their loss!

■ Search Facebook for Drive-It Day Dawlish



Drive-it Day will see classics of all shapes and sizes taking to the roads across the country.



Explore the RAF site's heritage specialists, and look at the classics.

BICESTER HERITAGE SUNDAY SCRAMBLE

Bicester, Oxon. 9am-4pm One of the largest Drive-it Day gatherings in the country, Bicester Heritage's brunch meet sees all sorts of classics pack into the ex-

WW1 airfield. The event gets so busy in fact, that it is often advance tickets only. Bookings are open now.

■ bicesterheritage.co.uk



Brooklands' Drive-it Day was focused on British marques last year, but has widened its remit for 2020.

BROOKLANDS MUSEUM Weybridge, Surrey KT13 0SL.

10am-5pm. Some 500 vehicles rally for Brooklands Museum's Drive-it Day, drawing classics from across the South East and London. While last year's Drive-

it Day at the museum was combined with the museum's British Marques Day, that isn't the case this year, so classics of all origins will be welcomed with open arms to the museum.

■ brooklandsmuseum.com



You need to pre-register for Bibury, but entry is free.

CLASSIC MOTOR HUB

Bibury, Gloucestershire GL7 5NX. 10am-1pm. Classic, vintage and high performance cars gather for an intimate meeting at this West

Country venue. Space is limited, so pre-registration is absolutely essential, but the flip side of this is that attendance is free of charge.

■ classicmotorhub.com



One of the largest events in the North West, Dalemain saw record attendance last year.

DALEMAIN

Penrith, Cumbria. 11am-2pm. Organised by Wigton Motor Club, the Cumbria Drive-it Day at Dalemain has been held every year since the event first launched in 2005 and saw record

attendance last year, with 270 classics on display. The event is free to attend, but donations are requested for local charities, with the gathering raising £1500 last year.

■ wigtonmc.co.uk

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- Sunday 18th October

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LAON HISTORIQUE

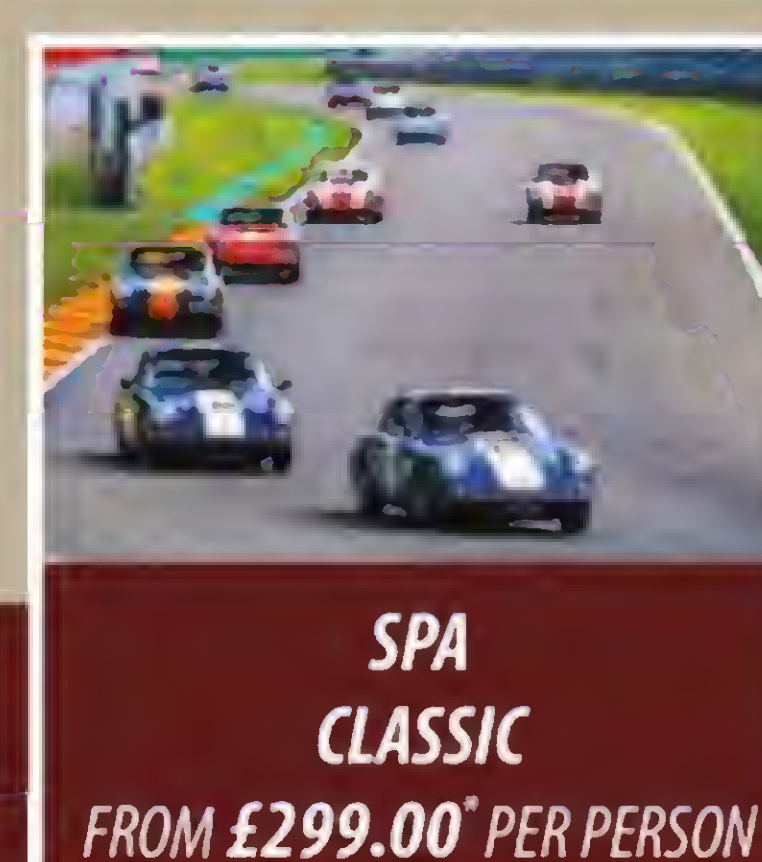


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EVENT PREVIEW PRACTICAL CLASSICS CLASSIC CAR AND RESTORATION SHOW, NEC, BIRMINGHAM, 27-29 MARCH

Classic Car Loan Project Wolseley 1500 to restored during show

CLUB OF THE MONTH

Wolseley Register's resto to be used to highlight marque to classic fans

The Wolseley Register will be working on a 1500 for use in the Classic Car Loan Project at the Practical Classics Classic Car and Restoration Show, with Discovery.

The 1958 MkI was discovered in a warehouse in Devon in 2018, and other than vandal damage to one side, had survived well, complete with a rare Champagne Beige over Black factory paint job. Though structurally sound, the club has had to repair the sills damaged by the

vandals and respray the body. Now fresh from the paint shop, the club will be fitting out the 1500 during the show and visitors will receive the car's first public appearance since its restoration, having last appeared as discovered at last year's show. The car will be handed over to Warren Grove, who will be loaned the car for 12 months, at the British Motor Museum on 11 April.

Press Liaison at the Wolseley Register, Andrew McAdam, says: 'No-one under 40 knows Wolseley, so we need to publicise the cars and draw attention to the youth element we do have. If we don't get involved, we'll get left behind. Our deputy chairman acquired this car just as we were discussing the Classic Car Loan Project and it seemed ideal, it's easy to drive and is a good starter classic.'

The club will also be displaying a completed Wolseley 1500 restoration, a 1938 Series 3 21hp saloon and a recently restored



1958 Wolseley 1500 will be used to introduce classic car newbies to the Wolseley marque.

1932 Hornet Special. The latter is celebrating its 90th anniversary, which became one of pre-war Britain's favourite chassis for coachbuilders, with 35 firms using it as the basis for specials.

wolseleyregister.co.uk
Bob Langston, membership secretary, 01524 761409



1932 Wolseley Special will be seen in public for the first time following its restoration.



Mid-restoration Wolseley will be fresh from paint shop when it appears at the show.



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MARCH

Wednesday 4 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Thursday 5 South Wales Classic Car Club Meet Pontyclun Institute Athletic Club, Pontyclun, Rhondda Cynon Taf CF72 9EH. 7.30pm. ■ **Chris 01446 796601, swcc.net**

Ace Café Classic Mini Meet Ace Café, Brent, London NW10 7UD. 6pm-11:0pm. ■ london.acecafe.com

Saturday 7 VSCC John Harris Trial Ashover, Derbyshire S45 0BA. Trials for vintage cars, spectators welcome on select hills. ■ vsc.co.uk

Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ **Graham 07922 173238.**

Sunday 8 Classic Car Meet The Dog and Gun Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ **Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083**

Haynes Vintage & Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Pre-1980 classics meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Southern Classic Society Breakfast Meet Carats Cafe, Southwick, Brighton, East Sussex BN41 1WD. Free entry. 8.30am-11am. ■ southernclassic.org.uk

Malvern Drive-in Classic Car & Bike Autojumble Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. ■ classicshows.org

Ultimate Dubs The International Centre, Telford, Shropshire TF3 4JH. Indoor show for all VAG models. 9am-4pm. ■ ultimate-dubs.co.uk

South Yorkshire Transport Museum Open Day Rotherham, South Yorkshire S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ sytm.co.uk

NSRA Southern Swap Meet & Autojumble North Weald Airfield, Epping, Essex CM16 6HR. £10 entry. 9.30am-3pm. ■ nsra.org.uk/southern-swapmeet

Black Swan Classic Car & Motorcycle Breakfast The Black Swan, Ockham, Surrey KT11 1NG. Open to all classics and modern classics. 8am-12noon. Michael 07704 615446

Heart of England Classic Transport Club Meet Bulkington Workingmen's Club, Bulkington, Warwickshire CV12

9NH. Vehicles must be over 25 years old. 11.30am-3pm. ■ **Roger 024 7636 2208**

Wednesday 11 Mid Pennines Classic Car Meet, Shepherds Rest, Todmorden, West Yorkshire OL14 6JJ. ■ **Martin 07886 425631**

Sunday 15 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ **01306 631200**

Huddersfield Autojumble Old Market Building, Huddersfield, W. Yorks. HD1 1RG. Indoor. Open from 10am. ■ phoenixfairs.jimdo.com

Wednesday 18 Trent Valley Mini Owners Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm ■ trentvalleymoc.co.uk

Sunday 22 Brooklands Mini Day Brooklands Museum, Weybridge, Surrey KT13 OSL. Over 1000 Minis expected with test hill and demo area action. ■ brooklandsmuseum.com

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire CV23 OSL. Free. From 11.30am. ■ **Martin 01455 554624 or 07748 594567**

High Easter Classic & Supercar Meet at Lodge Coaches The Garage, High Easter, Essex CM1 4QR. 10am-2pm. ■ administrator@lodgecoaches.co.uk, **01245 231262**

Wednesday 25-Sunday 29 Techno-Classica Essen Messe Essen, Essen 45131. Europe's largest classic car show with over 190,000 visitors. €22. ■ siha.de

Friday 27-Sunday 29 Practical Classics Classic Car & Restoration Show NEC Birmingham, North Avenue, West Midlands B40 1NT. Indoor show featuring 170 car clubs, 350 exhibitors and live stage. ■ necrestorationshow.com

Saturday 28 Ace Café All American Cruise and Mopar Meet Ace Café, Brent, London NW10 7UD. 4pm-11pm. ■ london.acecafe.com

Saturday 28-Sunday 29 Goodwood Members Meeting Goodwood Motor Circuit, Chichester, Sussex PO18 OPX. ■ goodwood.co.uk

Sunday 29 Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ **0115 932 5277**

Southern Classic Society Breakfast Meet Hill Barn Golf Club, Worthing, West Sussex BN14 9QF. Free entry. 8.30am-11am. ■ southernclassic.org.uk

Sedgemoor Vintage Club Sort-out R.O.F. 37 Club, Puriton, Somerset TA7 8AD. ■ **Paul 07785 765826**

APRIL

Wednesday 1 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

B500 Barbers Monthly Meet Birch Coppice Club, Dordon, Warwickshire B78 1SY. Cars, bikes and other vehicles. No booking required. Entry £1. Autojumble stall £5. From 6pm. ■ **Stella 01827 331744, stellabeaman40@gmail.com**

Saturday 4 Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ **Graham 07922 173238.**

Heritage Transport Show Kent Kent Showground, Maidstone, Kent ME14 3JF. 10am-4pm. ■ kentshowground.co.uk

Sunday 5 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Haynes Future Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Post-1980 classics, sports cars and supercar meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Newbury 4x4 & Vintage Spares Day Newbury Showground, Chieveley, Berkshire RG18 9QZ. Over 800 sellers of Land Rover and vintage car parts. Plots from £30. Admission £7. 10am-2pm. ■ **4x4sparesday.co.uk**

Newark Autojumble Newark Showground, Coddington, Nottinghamshire NG24 2NY. Display area for cars over 25 years old. From 8am. ■ newarkautojumble.co.uk

Malvern Festival of Transport Three Counties Showground, Malvern, WR13 6NW. Classic car and motorcycle show combined with Mini & Spares Day. ■ classicshows.org

Middleton Motors Monthly Middleton Hall & Gardens, Tamworth, Warks. B78 2AE. Classic car show at historic manor. All classics welcome. £5 per display car. 9.30am-4pm. ■ middleton-hall.co.uk

Simply Aston Martin National Motor Museum, Beaulieu, Hampshire SO42 7ZN. 10am-5pm. ■ beaulieu.co.uk

Wednesday 8 Classic Car Meet The Dog and Gun Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 6.30pm. ■ **Tony 0116 273**



SUNDAY 22 MARCH BROOKLANDS MINI DAY

Minis old and new – and even the occasional Metro – will descend on Brooklands for one of the first major events of the Mini calendar. Expect to see weird and wonderful variants of the pioneering motoring icon at this all-day event, frequented by clubs and individuals from across the country. Brooklands' famed Test Hill will also be in action, where plucky Minis will scabble up the steep Edwardian incline before coming to an abrupt halt at the top. A must visit for Mini diehards. 9am-5pm. ■ **01932 857381, brooklandsmuseum.com**

5978, 07885 951276, John 0116 288 6600, 07850 333083

Friday 10 Tamar Historic Transport Autojumble and Classic Car Meet Duchy College, Stoke Climsland, Cornwall PL17 8PB. 9am-2pm. Entry £2. ■ **Ross 01822 860464**

Saturday 11 Rickinghall Monthly Classic Car Meet The Farmers Market, Rickinghall, Suffolk IP22 1HD. Informal meet with autojumble. Set up from 8am. ■ **Dave 07806 437722**

Saturday 11-Sunday 12 Pageant of Transport Beach Lawns, Weston-super-Mare, Somerset BS23 4AL. Nearly 3000 classics expected. £3 per car. 10am-5pm. ■ **Keith 01934 627563, pageantoftransport@outlook.com**

Sunday 12 South Yorkshire Transport Museum Open Day Rotherham, South Yorkshire S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ sytm.co.uk

Haynes Vintage & Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Pre-1980 classics meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Heart of England Classic Transport Club Meet Bulkington Workingmen's Club, Bulkington, Warwickshire. CV12 9NH. Vehicles must be over 25 years old. 11.30am-3pm. ■ **Roger 024 7636 2208**

Sunday 12-Monday 13 Easter Motor Show Weston Park, Telford, Shropshire TF11 8LE. Adults £10, children £5. 10am-4pm. ■ weston-park.com

Medway Festival of Steam & Transport Chatham Historic Dockyard, Chatham, Kent ME4 4TZ. ■ thedockyard.co.uk

Monday 13 Ace Café Mustang Stampede Ace Café, Brent, London, NW10 7UD. Noon-4pm. ■ london.acecafe.com

Swindon Classic Car Meet Haydon Wick Workmans Club, Swindon, Wiltshire SN25 1JD. All welcome, with and without a classic. 7.30pm. ■ **Graham 07790 098859**

Wednesday 15 Trent Valley Mini Owners' Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ trentvalleymoc.co.uk

Mid Pennines Classic Car Meet Shepherds Rest, Todmorden, West Yorkshire OL14 6JJ. ■ **Martin 07886 425631**

Saturday 18 Pride of Longbridge Cofton Park, Rednal, Birmingham B45 8UN. 10am-4pm. ■ **Search Facebook for Pride of Longbridge 2020**

Sunday 19 MK Classic Tour Poplars Garden Centre, Toddington, Dunstable LU5 6HE. Non-competitive 95-mile tour through Beds, Bucks, Northants and Oxfordshire. ■ **01525 290117, info@mkclassictours.co.uk**

Southern Classic Society Breakfast Meet Shoreham Airport, Shoreham-on-Sea, West Sussex BN43 5FF. Free entry. 8.30am-11.00am. ■ southernclassic.org.uk

Simply Audi National Motor Museum, Beaulieu, Hampshire SO42 7ZN. 10am-5pm. ■ beaulieu.co.uk

Classic Cars on the Quay Christchurch Quay, Christchurch, Dorset BH23 1JD. Free. 11am-7pm. ■ **John 01202 418900, ccotp.com**

Blairgowrie Rotary Classic Car Tour Blairgowrie Golf Club, Blairgowrie, Perthshire PH10 6LG. 9am-6pm. ■ **Colin 07971 159014, blairgowrieclassiccartour.co.uk**

Lincoln Big Mini Day Brayford Wharfe North, Lincoln LN1 1YX. No need to book but be there early. 10am to 4pm. ■ trentvalleymoc.co.uk

MG and British Marques Day, Brooklands Museum, Weybridge, Surrey KT13 OSL. ■ brooklandsmuseum.com

Storrington and District Classic and Sportscar Enthusiasts Spring Breakfast Meeting Pagham Beach Caffe, Bognor Regis, West Sussex PO21 4SX. 8.45am-11.30am. ■ sadcase.co.uk

World Cup Rally 50th Anniversary British Motor Museum, Gaydon Warwickshire CV35 OBJ. 9.30am-4pm. ■ britishmotormuseum.co.uk

Saturday 25 Ace Café All American Cruise and Chevy Special Ace Café, Brent, London NW10 7UD. 4pm-11pm. ■ london.acecafe.com

SUNDAY 26 APRIL DRIVE-IT DAY

Sunday 26 Kent's Car Enthusiasts Show Aylesford Priory, Kent ME20 7BX. Adults £3, children under-16 free. 10am-4pm. ■ **01732 840787, kentscarenthusiastsshow.co.uk**

Yakushi Car Club Meet British Motor Museum, Gaydon Warwickshire CV35 OBJ. Japanese Cars & Coffee event. 10am-4pm. ■ britishmotormuseum.co.uk

Classic Motor Hub Drive-It Day Old Walls, Bibury,

Gloucestershire GL7 5NX. 10am-1pm. ■ classicmotorhub.com

FBHVC Drive-It Day Brooklands Museum, Weybridge, Surrey KT13 OSL. 10am-5pm. ■ brooklandsmuseum.com

Crash Box and Devon Car Club Drive-It Day The Lawn, Dawlish EX7 9PS. 10am-4pm. ■ **Search Facebook for Drive It Day Dawlish**

Drive-It Day at the National Memorial Arboretum Alrewas, Staffordshire DE13 7AR. 9am-3pm. ■ thenma.org.uk

Cumbria Drive-It Day Dalemian House & Gardens, Penrith, Cumbria CA11 0HB. 11am-2pm. ■ wigtonmc.co.uk

Bicester Heritage Sunday Scramble Bicester, Oxfordshire OX26 5HA. ■ bicesterheritage.co.uk

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire, CV23 OSL. Free. From 11.30am. ■ **Martin 01455 554624 or 07748 594567**

Packard Automobile Classics GB, Classic American Auto Club GB & Checker Yellow Cab Owners Meet History on Wheels Museum, Windsor, Berkshire SL4 6QY. £6 entry. 10am-4pm. ■ **Walt 01628 661985, packards-gb@hotmail.com**

Headcorn Aerodrome Classic Car Meeting Headcorn, Kent TN27 9HX. All classics and interesting vehicles welcome. From 10am. ■ **Dave 07768 693529**

YHVG Drive-it Day Knavesmire Road, York, North Yorkshire YO23 1EX. All welcome in drive from York to Sherburn Aero Club starting at 10am. ■ **Gary 07802 531542**

Tuesday 28 Classics by the Lake Wellsborough Road, Market Bosworth, Warwickshire CV13 6PD. £1 entry for classics. From 6pm. ■ **Stella 01827 331744, stellabeaman40@gmail.com**

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. From 5.30pm. ■ **0115 9325277**

MAY

Friday 1-Sunday 3 Donington Historic Festival Donington Park, Castle Donington, Derby DE74 2BN ■ doningtonhistoric.com

Saturday 2 Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ **Graham 07922 173238.**

Sunday 3 Greenwood's Classic Car Show Mimbridge

Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

AROC Scottish Italian Car Day Hopetoun House, South Queensferry, Edinburgh EH30 9RW. 9am-4pm. ■ aroc-uk.com

Haynes Future Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Post-1980 classics, sports cars and supercar meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Middleton Motors Monthly Middleton Hall & Gardens, Tamworth, Warwickshire B78 2AE. Classic car show at historic manor. £5 per display car. 9.30am-4pm. ■ middleton-hall.co.uk

Simply Ford National Motor Museum, Beaulieu, Hampshire SO42 7ZN. 10am-5pm. ■ beaulieu.co.uk

Wednesday 6 Ace Café Hot Rod Spring Riot Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

B500 Barbers Monthly Meet Birch Coppice Club, Dordon, Warks B78 1SY. Cars, bikes and other vehicles. No booking required. Entry £1. Autojumble stall £5. From 6pm. ■ **Stella 01827 331744, stellabeaman40@gmail.com**

Saturday 9 Rickinghall Monthly Classic Car Meet The Farmers Market, Rickinghall, Suffolk IP22 1HD. Informal meet with autojumble. Set up from 8am. ■ **Dave 07806 437722**

Saturday 9-Sunday 10 Gaydon Land Rover Show British Motor Museum, Gaydon, Warwickshire CV35 OBJ. 10am-4pm. ■ britishmotormuseum.co.uk

Motors by the Moat Leeds Castle, Maidstone, Kent ME17 1PL. ■ leeds-castle.com

Sunday 10 South Yorkshire Transport Museum Open Day Rotherham, South Yorkshire S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ sytm.co.uk

Haynes Vintage & Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Pre-1980 classics meet. Free entry. From 8.30am. ■ haynesmotormuseum.com

Barnsley Morris Minor Owners' Club Annual Rally Graves Park Animal Farm, Sheffield, South Yorkshire S8 8LL. Open to all classic cars. £5 per car, entry free. 10am-4pm. ■ barnselyminors.co.uk

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This well-known phrase was one of several started to ensure the little pellets were ignored. It's still happening. For years, a powerful industry ensured the public were mis-lead about what fuel catalysts could actually do. So today, millions of cars, vans & lorries needlessly produce increasing amounts of CO, NOx & CO2 emissions, simply because engine deposits gradually ruin efficiency & clog-up exhaust systems. The VW scandal was a prime example, of a cunning attempt to hide the inefficiency & raised emissions that deposits always cause.

Engine deposits are the real cause of the excess traffic pollution which blights air quality in towns & cities worldwide. It's only carbon deposits that cause the 4x4s, vans & cars we see every day, to pump out those thick clouds of filthy smoke, as they pull away. Yet where fuel catalysts are used, engines remain permanently clean & efficient, which means that performance, fuel economy & emissions will remain practically the same as those of a brand-new engine.



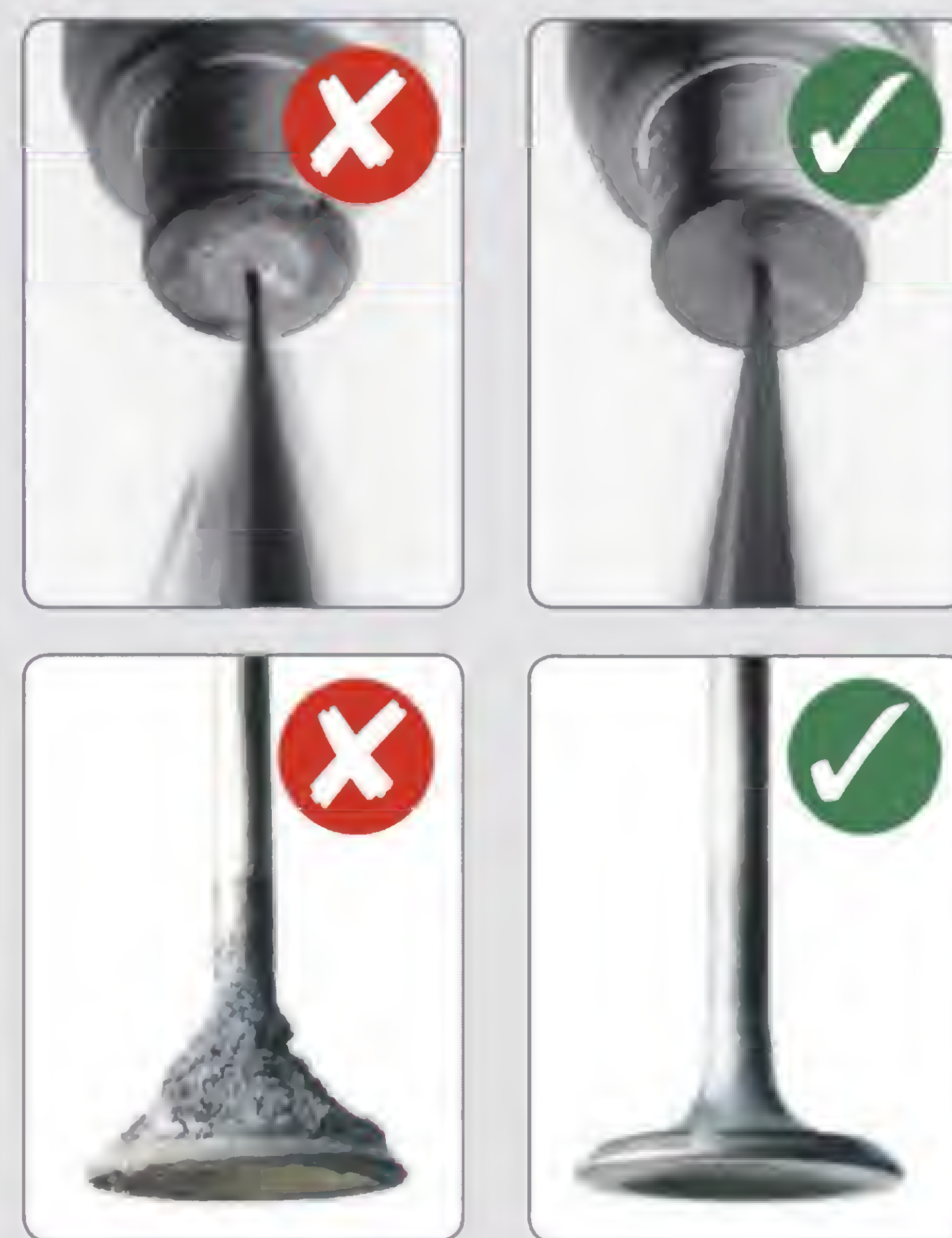
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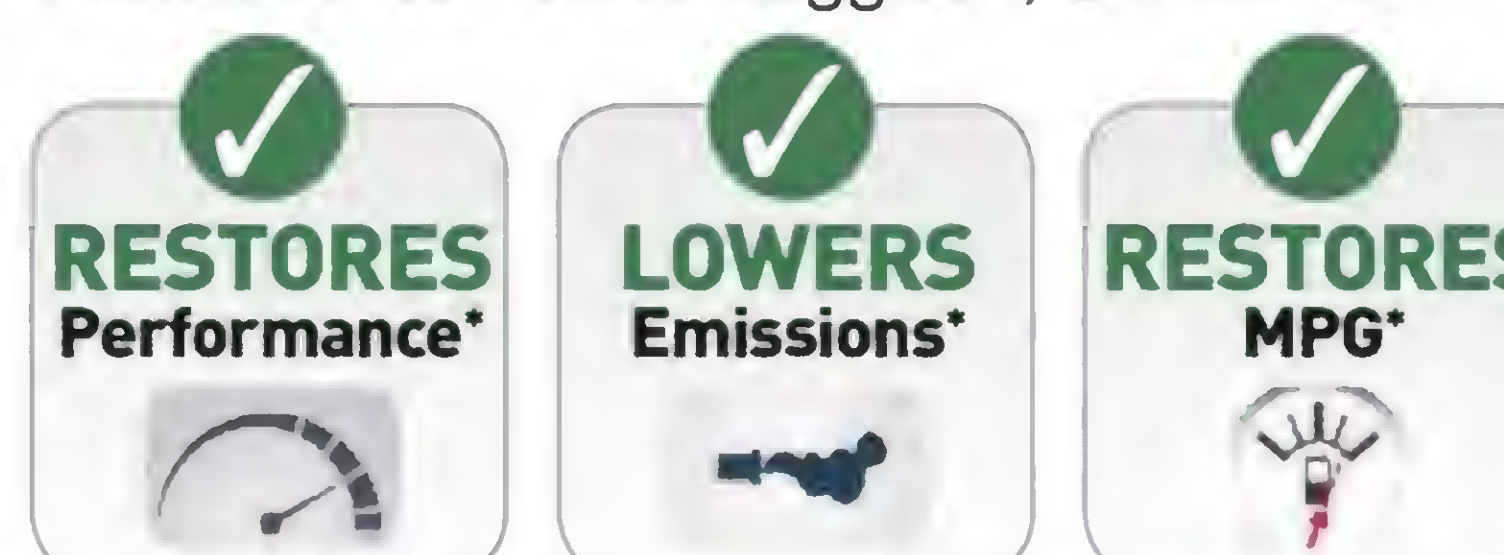
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"It's astonishing that something so small can have such an effect" John Meggison, Co. Durham



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OUR CLASSICS

A TALE OF TWO TRAILERS

The Monza's maiden run was going oh so well – until it decided that it would rather be a kettle...



JOHN LAKEY
SERIAL MENDER

1984 OPEL MONZA GSE 3.6 IRMSCHER

Having found a clutch to handle the Irmscher engine's power, the next move was to fit it. So the Monza went back to my friend Graham Booty's workshop in Ipswich on a trailer so as not to damage the flywheel. I'm keen to work on my cars, but I knew that it was a job for a workshop with a proper ramp.

Graham and his son Ryan have been working on the car for three years now, so it's as much their project as it is mine; it was the obvious thing to do.

They are what you might call well practised in Monza clutches by now. The trick is to remove the gearbox

from the bell housing first, then remove the bell housing, fit the new clutch and then build it back up in reverse. Trying to do it with the bell housing still attached gets you stuck; we know this from experience...

The other easy error to make with these cars is that the clutch plate fits both ways, but slips if you fit it back to front. As such, it's worth brushing up on your German (it has 'front' and 'back' written on it) to make sure that it is facing the right way.

The whole job took more than a day by the time the adjustments had been made, but we were rewarded with a car that now goes as fast as it sounds like it will, and does not slip its clutch at all.

Flushed with success, I decided to be brave and take the Monza to Liverpool for a

Cambridge-Oxford Owners' Club event at The Griffin Trust Hooton Park Hangars, which are on the edge of the Ellesmere Port Vauxhall factory site. I was keen to use

the Monza and it seemed an appropriate car to take there, even if it is a German-built Opel rather than a Vauxhall.

The run up to Liverpool, the first time that I'd driven it more than five miles, was a joy. The taller 3:15 differential means that it's quiet, smooth and (for a big car) relatively economical at motorway speeds. The new FB Recaros are superb and the smaller steering wheel works a treat, so I was chuffed that I'd taken the risk when we arrived at the Beatles' museum on Saturday lunchtime.

After four hours or so of Fab Four indulgence (it's well worth a visit), I drove to the Mersey Tunnel to get

to the hotel, and, while I know that it's childish, that stright-six sounded fantastic in the tunnel! Well, it did until my girlfriend suddenly screamed and shouted that her foot was being scalded by a spray of boiling water...

Quickly turning the heater off – a cable-operated valve that shuts the flow of hot water to the under-dash heater radiator matrix – stemmed the flow of water and the engine wasn't getting hot because we hadn't lost that much coolant, so I kept the revs down and made it to the hotel in a car that was getting increasingly difficult to see out of because all the windows were steaming up.

The following morning, I topped up about a litre of coolant and drove the five miles to the site, which was enough to know that driving back down to Birmingham was a bad idea. It was like

being inside a kettle with steam dripping on the inside of every window, whether the windows were open or closed, so I called the RAC, explaining that I needed a lift.

After a fascinating day looking at Hooton's aviation bus and car exhibits, I was taken back to Birmingham by an a very helpful driver from A1 Vehicle Contractors.

The next move is to take out the heater matrix because my repair has clearly failed and I may well need to have one made. I have a spare but it's not in great condition and a new one might actually be more efficient.

So the Monza has travelled around the UK back to Ipswich for what will hopefully be the last job before I start using it regularly.

But then, I've said that before...

OWNED SINCE
August 2004
MILEAGE SINCE
LAST REPORT 146
TOTAL MILEAGE 78,146
LATEST COSTS
£275



Monza being unloaded from RAC contractor, A1 Vehicle Contractors.



John with Monza and hero mender, Graham Booty.



MILES ON THE MONZA AT LAST!

I know that John's first trip in his Opel Monza didn't exactly go as planned, but there really is no feeling like getting back behind the wheel of your pride and joy after months of working to return it to the road.

CHRIS HOPE FEATURES EDITOR

Keepers: Why this owner's Fiat Strada is endorsed by Jeremy Clarkson!



£1k Challenge: Galant on full lock gives us cause for concern



Next Week: Our Peugeot 406 coupé takes on Goodwood circuit



The sheen on the flywheel from the slipping clutch had to be cleaned off.



Clutch alignment tool helped to ensure that everything went back together properly.



Gearbox reassembled and about to be fitted with crossmember on new nylon mounts.



MG normally loves a trip to Brooklands but cracked 'screen denied it a New Year's Day visit.

Vroom with a view

Nick gets the MG's cracked windscreen replaced



2003 MG ZR

It was a bit like a 1950s horror film – an alien force spreading rapidly before my very eyes; seemingly growing bigger and increasingly worrying every day with an increasing chance of disaster.

Welcome to... The Curse of the Cracked Windscreen! Featuring the young starlet that is my 2003 MG ZR and the need for a for a major life-saving transplant. Can a donor be found before it's too late?

It all began with a tiny abrasion in the corner of the screen that developed into a small, hardly noticeable crack.

More recently, returning from an assignment in Wiltshire (yes, the ZR is capable of such trips!) a stone thrown up by a passing lorry crashed into the centre of the screen, leaving a life-sized impression of itself in the glass.

This must have stimulated the benign crack already present because one day it suddenly (cue collective scream from the cinema audience) expanded rapidly somewhere near Wolverhampton.

All seemed stable again but crack and stone damage inevitably met, and, much like Bonnie and Clyde, embarked on a trail of destruction across the screen.

Now I have been advised that (relatively) modern windscreens don't shatter into a million pieces like older ones do, but it wasn't worth

BEFORE



Windscreen crack expanded rapidly into this monster.

AFTER



That's better – Nick can see clearly, now.

Trip to Wiltshire – low-flying stone not pictured.



taking the chance. Even unshattered, the screen would worry the life out of passengers. Worse, it denied the MG its New Year's Day trip to Brooklands. I'm sure it was sulking!

I discovered that you can claim part of the cost of a new screen on your car insurance, though a £90 excess was, rather annoyingly, still payable.

A certain national windscreen company had no problems locating

a new 'screen but asked not to be photographed fitting it.

So the MG is back in use with visibility restored, and due to my extreme laziness has continued in front line service pending anything happening with the rest of the fleet.

The ZR has lodged a formal protest, however – I was thinking only the other day that it sounded unusually sporty.

That'll be a blowing exhaust, then...

OWNED SINCE September 2017 // **MILEAGE SINCE LAST REPORT** 1020 // **TOTAL MILEAGE** 90,954 // **LATEST COSTS** £90

THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR



■ **1977 RELIANT Scimitar GTE**

Delighted to report that the GTE's recently-fitted battery conditioner is working a treat. No more messing about with jump leads!

JAMES SADLIER
MANAGING EDITOR



■ **1999 PEUGEOT 406 V6 Coupé**

Bizarrely the engine just cut out on me a few yards away from my front door. This could be an ECU issue. Although it made it to London and back, phew!

MIKE LE CAPLAIN
PRODUCTION EDITOR



■ **1997 JAGUAR XJ6 3.2 Sport**

Washed, polished and back under cover, sheltering from the increasingly lousy weather under an eye-wateringly expensive new fleecy cover.

JON BURGESS
NEWS EDITOR



■ **1995 SUBARU SVX**

The interior of the SVX is finally complete! I managed to find a breaker 20 miles away with all of the parts I needed and an owner who was willing to sell them. Result.

CHARLIE CALDERWOOD
STAFF WRITER



■ **1999 BMW 318 Ti**

Still going about its business with minimal fuss, but a Peugeot 306 has come up for sale in exactly the spec that I'd like. Interesting...

CHRIS HOPE
FEATURES EDITOR



■ **1980 TRIUMPH TR7 FHC**

Need to get it booked in for a service at Robsport soon because I'm hoping that they can replace the steering rack at the same time – flagged up as an advisory on last year's MoT.

RICHARD GUNN
SENIOR CONTRIBUTOR



■ **1995 VOLVO 960 3.0 estate**

Successfully survived Storms Ciara and Dennis. The Panda hid in the back of the big Volvo estate until the worst of the scary, blowy stuff was over.

NICK LARKIN
EDITOR-AT-LARGE



■ **1960 AUSTIN Cambridge**

Cambridge being fettled ready to take part in a special reunion coming soon! It has survived hibernation well!

■ **ALSO ON THE FLEET**

David Brown 1999 Rover 200 BRM.

Steve Berry 1970 Reliant Scimitar.

Richard Kilpatrick 1992 Jaguar XJS.

John Lakey 1984 Opel Monza.

Nick Larkin 1960 Austin A55.

Alex Riley 1981 Triumph TR7 Conv.

James Taylor 1950 Rover P4.

Fuzz Townshend Austin 7 Special.



KEEPERS

1986 FIAT STRADA ABARTH 130TC

Gill bought her Strada hot hatch new, so she certainly won't be parting with it now, more than 30 years later...



GILL HAGUE
STAFFORDSHIRE

My partner persuaded me to buy a Fiat Strada Abarth as soon as he saw one. I was driving a Ford Fiesta XR2 at the time, so I traded it in, and while it was a bit different, it was certainly a much quicker car. In fact, I was so taken with it that the five-mile drive home after collecting it from the dealership turned into putting 200 miles on the clock; it's just so much fun to drive.

'It became my daily-driver straightaway, covering around 12,000 miles a year, which included trips to Belgium and

Italy to watch the Grand Prix. Sadly, it was stolen in 1990 and I was heartbroken – I must have cried for days – so it was such a relief when the police managed to recover it.

'Then in 1992 it was involved in an accident, damaging the bonnet and driver's side front wing. Once it was repaired, I decided to retire it from daily duties. That led to me joining the Fiat Motor Club GB, which I still belong to today, and from then on the Abarth led a new life on track days and being displayed at shows.

'Jeremy Clarkson even drove it for his *Clarkson's Top 100 Cars* video, so I'd say it's packed quite a lot into its 33 years on the road.

'The mileage is now up to 91,000, and apart from having the



'Jeremy Clarkson once drove it for his *Clarkson's Top 100 Cars* video'

clutch cable replaced, I can't really remember suffering any major mechanical problems with it. And apart from the accident repairs, the rest of the body and paint are still original, as is the interior.

'Having said that I've just had the roof lining replaced because it was beginning to sag, but that's really about it in terms of any restoration work. I have a modern car for day-to-day use, but while it takes a few miles to get used to the Fiat again – especially without conveniences like power steering – it still puts a big smile on my face.

'It was one of the quickest hot hatchbacks in its day, and it still performs well today. I put it on SORN over winter, but always look forward to getting behind the wheel again once the better weather returns.

'I've always said that I intend to keep on enjoying it for as long as possible, and will only ever part with it when I can no longer drive.'

CLUBS & SPECIALISTS

■ Fiat Motor Club (GB).
fiatmotorclubgb.co.uk

ENGINE 1995cc/4-cyl/DOHC **POWER** 130bhp@5900rpm **TORQUE** 130lb ft@3600rpm
MAXIMUM SPEED 122mph **0-60MPH** 7.9sec **FUEL CONSUMPTION** 25-30mpg
TRANSMISSION FWD, five-speed manual

LANCASTER INSURANCE QUOTE

1986 FIAT STRADA ABARTH 130TC worth £7000.

Standard quote: £80.20 or £98.20 with agreed value.

*Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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THE HIGHLIGHTS AND LOWLIGHTS

LATE 1980S



TAKING IT HOME

'I've enjoyed a few road trips with the Strada and I'd had it for a couple of years by the time my partner and I took it back to the Abarth factory in Turin, Italy.'



A FAMOUS DRIVER

'It's not a very good picture, but here is the Strada with Jeremy Clarkson. He drove it for his *Top 100 Cars* video, where it was placed in 56th position. It was very exciting to spend a day with him during filming.'

LOOKING SORRY FOR ITSELF

'I decided that's its time as a daily-driver was over once this accident damage was repaired. Other than the replacement wing and bonnet, the rest of the panels and paint are original.'



ON THE TRACK

'This is me at the Castle Combe circuit in Wiltshire. It was a great opportunity to enjoy the Abarth as it was meant to be driven, and a really exhilarating experience. It still feels rapid today.'

LATE 1990S



BRITISH MOTORSPORT HISTORY

'The Abarth is a proper sports car, so I took it to the home of British motor sport at Brooklands. Getting a picture of it on the famous banking was too good an opportunity to miss.'

EARLY 2000S



WHAT WE RECKON

'I've always been a fan of the Eighties hot hatches, and can remember car magazines of the day enthusing about the Abarth's performance. This one's a cracking example of the breed, having been cherished from new. Gill has certainly enjoyed a few adventures with it and more than 30 years with any car is bound to form a strong bond. So I don't blame her when she says that it's a keeper – I wouldn't part with it either!'

CHRIS RANDALL
CONTRIBUTOR



THE INSURER'S VIEW

'Through our relationship with Fiat Motor Club GB we cover a number of Stradas and we particularly love the hot twin carb Abarth version. The Abarth was quicker than the Golf GTi of its day but sadly corrosion issues mean that very few now survive which, on a more positive note, keeps values buoyant. We would suggest that Gill consider an agreed value policy so that the true value of the Fiat would be realised should the worst happen.'

ANDREW EVANSON
LANCASTER INSURANCE



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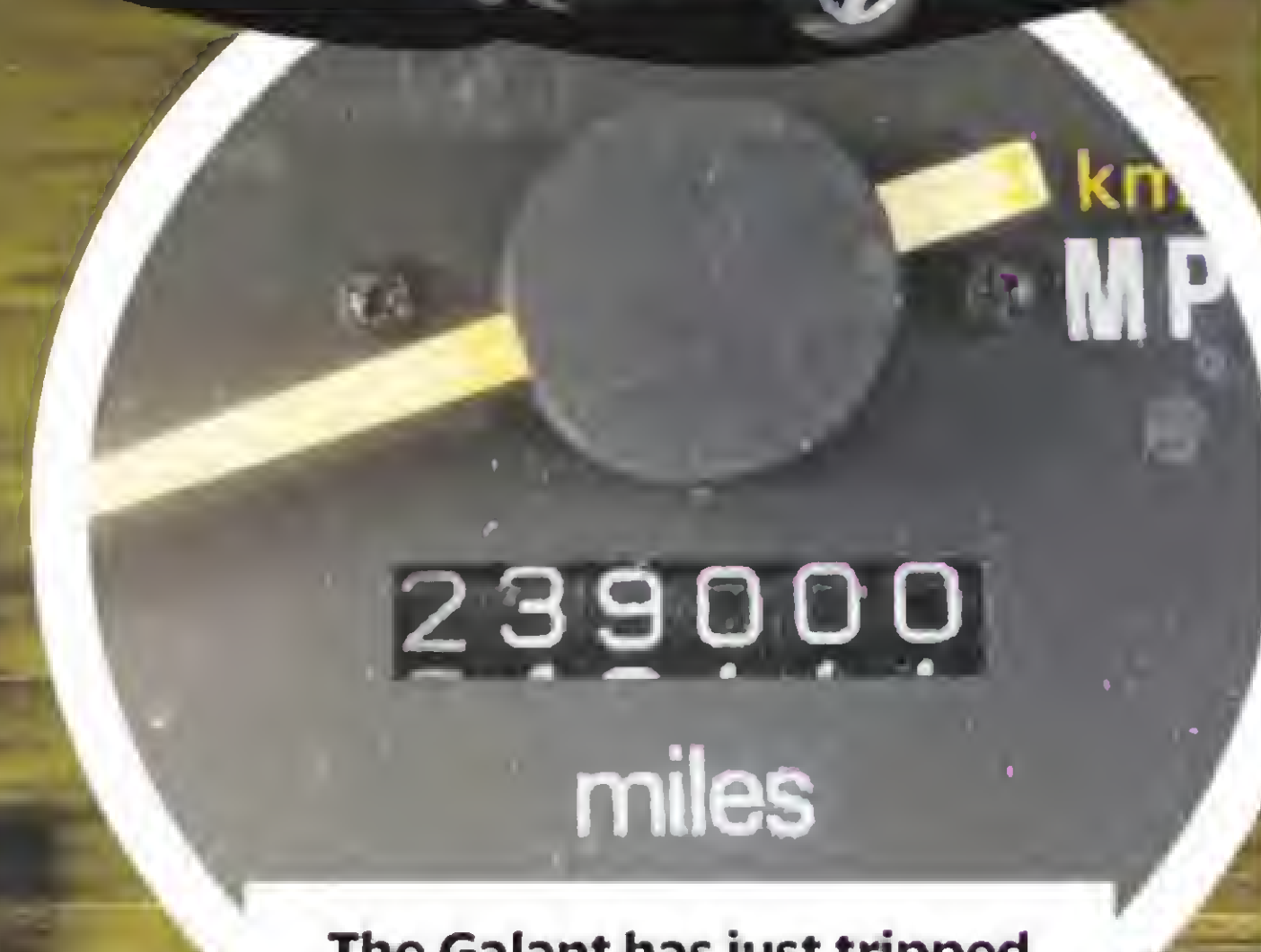
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ONE SMALL MIS-STEP FOR GALANT-KIND

**THE
£1000
CHALLENGE**
RUNNING CLASSICS ON A SHOESTRING



The Galant has just tripped over 239,000 miles – meaning it has now driven further than the distance to the moon.

Our mega-mile saloon still has 11,000 miles to cover if we're going to hit our quarter-of-a-million target.

The Galant marks a lunar milestone with groaning power steering and more windscreen damage

1991 MITSUBISHI GALANT GLSi

THE STORY SO FAR

Miles driven 322

Total mileage 239,261

What's gone wrong The power steering pump is groaning and we've got another windscreen chip



CHARLIE CALDERWOOD

I promised to sort our Galant's boot leak last week, which would have been a fitting reward for the car as it reached 239,000 miles – the distance from Earth to the moon. The Mitsubishi has had other ideas, however. Having taken it for a drive once more, news ed Jon reported back that the Mitsubishi's drive belts were unusually noisy and that the power steering pump was groaning at full lock. In fact, the power assistance even seemed to be cutting out at the extremes. Best laid plans, and all that.

Despite constant fettling, I have never managed to completely silence the Galant's drive belts, but this is the first issue that we've had with the steering. It was clear that Jon hadn't been exaggerating when I first started the Mitsubishi – the drive belt let out a loud chirrup and then the power steering took over with a horrible metallic scratching noise. I turned it off just as soon as I

MILES FROM OUR TARGET

0 1 0 7 3 9

could confirm that it was indeed the power steering that sounded like a load of shrapnel in a washing machine, then checked the fluid in the steering reservoir.

Sure enough, it was too low to reach the minimum line on the bottle mini-dipstick. With the correct fluid bought (thankfully, the Galant isn't fussy and takes pretty standard stuff) I began topping up. It's a slightly annoying process, wherein the bottle needs

topping up, then the car needs to be started and the wheel turned from side to side, before repeating it all over again a couple of times, but the level eventually stopped going down with the engine running and all of the horrible noises were gone.

A quick drive confirmed that the steering was restored to full working order, but I'm still at a loss to explain why the level got so low in the first place. I could find no evidence of leaks anywhere within the steering system, though some of the pipes do admittedly look as though they have spent a decade in the North Sea.

In fairness to the car, I haven't checked the steering fluid level since

we bought it, so it may just be that the level has simply depleted to a critical point very gradually – clearly this is yet another of the Galant's growing list of components that I'll have to keep a constant eye on.

To add insult to injury, the car also managed to pick up its second windscreen chip in six months, which I'm fairly sure came off the back of our other £1k Challenge car – the Volkswagen Polo – as I was following it; a case of jealous sibling rivalry, presumably.

Thankfully this chip was much easier to repair than the last one; it may have been slightly larger in area, but it was also much shallower.

Having patched up the Galant's most recent wounds, I'm hoping that I'll finally get to do the service it needs soon – I'll be adding 'replace the power steering fluid' to the job list.



£1k Challenge Polo must be jealous that the Galant is still our first choice for visiting shows – it launched a rock at its windscreen.

Power steering pipes, including this loop that sits behind the grille for cooling, hardly look fresh, but are at least dry.



Fluid refilled, but how long will the level remain?



NEXT WEEK Charlie elects to take the Polo on his latest round of Chasing Classic Cars dealership visits. Did it behave itself, or was he tempted to leave it behind and take the bus home instead?



AND THEY'RE OFF!

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THE WEEK IN DEALS

**RICHARD BARNETT'S
WEEK OF LOOKING
AT THE MARKET**

TUESDAY

Over to Barons for its first 2020 sale and it's pretty clear the Sandown Park sales are pulling in more people than when I first starting doing this job nine years ago. There's a real buzz about the place and, more importantly, people are there with the intention of buying. OK, so there was quite a lot of more modern cars, but there were a couple of pre-war motors and Barons still draws in the regular classics too. It's a mix punters like. Hopefully that means more punters throughout the year for one of the busiest classic auctioneers. There were plenty of interesting lots, my favourite being a 1978 Daimler Double Six project that had been standing for a few years – I had to talk myself out of this deserving project that sold for £1450.



FRIDAY

MPH's first of the year is looking very interesting and there's a 1950 Bentley MkVI special among the offerings. Those in the know will appreciate the fact it was built by arch-proponent Harry Rose, and it has a £28,32k estimate. There's a buzz about Bonhams aiming at the mid-market – I'll be interested to see how this latest sale pans out.



This 11-mile Mini is being sold by Brightwells in Leominster this week, with an £18.5-20.5k estimate.

**THE
BIG
STORY**

WOULD YOU BUY A UNUSED CLASSIC?

Delivery-mileage cars often grab the headlines – but they're often not the best cars to purchase

Ultra-low mileage classics drum up plenty of publicity and often command high prices, but they're a mixed blessing when it comes to holding their value.

Delivery-mileage cars are back in the spotlight, with Brightwells' sale today (4 March) including an 11-mile Mini and a seven-mile Land Rover Defender, while H&H's sale on 18 March includes an ex-museum MG SV and an 1100-mile Midget 1500.

Historics' Edward Briger-Stille believes that warranted low-mileage cars have plus points, especially regarding rarity and

originality, but putting miles on effectively erases its strong point.

He said: 'In today's market, where there are so many classics on sale, it's the top cars that get the top money at auction, and in that respect, warranted very low mileage examples definitely tick the quality box. If a car has effectively been mothballed and comes to market with a handful of miles, it could be argued that its intrinsic collectability may be lost if significant mileage is added. History relates that museum-quality cars will trump identical examples – with values accruing exponentially.'

Brightwells' Matthew Parkin said: 'Both the Mini and Defender in our latest sale are both essentially 'new' cars and will no doubt fetch a healthy premium. But what can you do with them? It's pretty certain the Mini will remain a show exhibit – including its delivery stickers in the windows and will be bought by someone to park some cash.'

'As soon as the miles rack up though, the premium paid will disappear, but we are told that life is all about experiences these days so does it really matter – it will still depreciate less than your modern Mercedes.'

There's no getting away from the higher values that a low-mileage classic vehicle will generate compared with one that has covered an average or high mileage, as SWVA's Chris Holmes explained.

He said: 'Low mileage cars, if their condition matches their mileage, will achieve extremely high prices. The question is, if you use them, what happens to their value? This, I am afraid means that your investment will probably decrease in value. Some buyers do not mind because they just want the best.'

Richard Barnett

CLASSIFIED GEMS

Cars that caught our eye in this week's ads

BMW
528



1983, 202700 miles, £5500, leather interior, factory LSD, MoT October 2020, 1 owner from new, FSH, £20,000 worth of work in 19 years 07856 514634, Betchworth

p74

BMW 528i

What a lot of car for the money this E28 is, with a 2.8 straight-six and LSD. Of course it is the car's mileage that makes it such good value, but it's worth it if the bodywork is good – the M30 is a seriously stout unit.

RENAULT
21 GTD



1989, 130,000 miles, £1,100, Manual, known vehicle from new, owned since 1992, good condition, in use to keep running order 01787 237749, Essex

p84

Renault 21

You'll have bragging rights, at least when it comes to rarity, over pretty much any Ferrari or Porsche in this Renault 21. Looks to be in decent order, making this a characterful curio on the cheap.

TRIUMPH
HERALD



1968, 137,000 miles, £1,900, Open to offers, The herald is currently a non runner due to a problem with the carburettor. Last driven last September 07969 143531, Oxted

p86

Triumph Herald

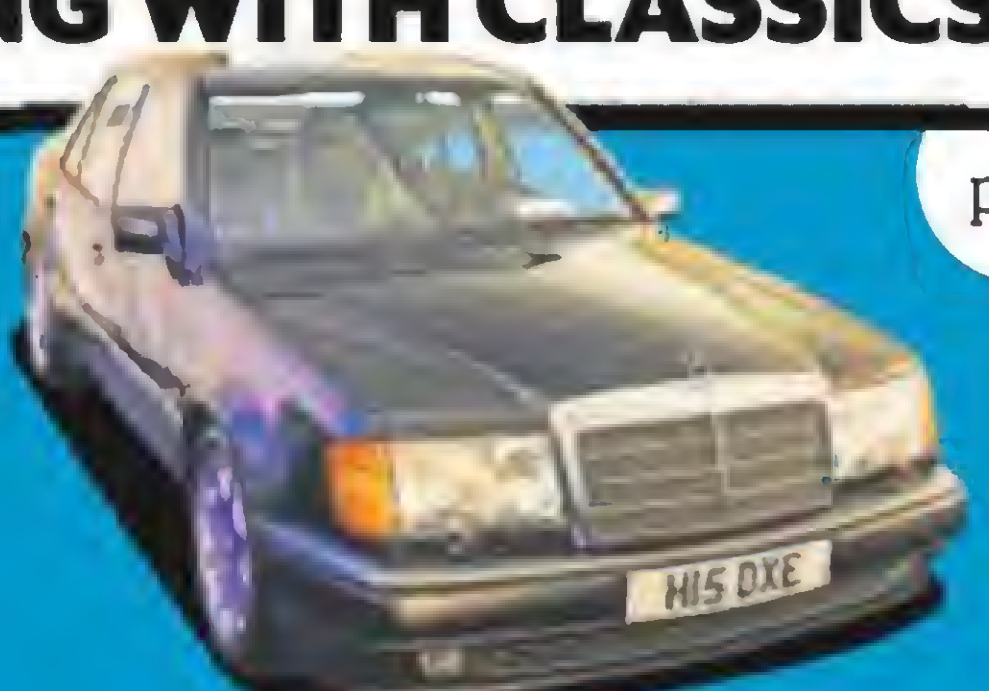
We reckon you shouldn't be put off by the 'non-runner' description – find out more, because it may be a fix that isn't too tricky. What we'd ask about is the condition of the chassis underneath.



THIS WEEK'S HIGHLIGHTS

A good two-dayer from Silverstone Auctions at Race Retro, with decent competition car and classic sales. Looking ahead H&H has come up with the goods. The market's coming back, slowly.

RICHARD BARNETT, MARKETS EDITOR



Auctions: The choice classic picks from the Race Retro sale



100 Classics: Undervalued and underrated cars for all pockets



Cash-Free Classics: The most affordable of the Triumph TRs

THE DIFFERENCE THAT DELIVERY MILEAGE MAKES



1899 miles
1998 Mazda MX-5 Mk1
£15,582, Morris Leslie
Equivalent car: £3-5k



81 miles
1978 VW Beetle 'Final Edition'
£39,938, Silverstone
Equivalent car: £11-15k



131 miles
1990 Peugeot 309 GTI
£14,250, Barons
Equivalent car: £4-9k

WELL BOUGHT

A motorsport-friendly bargain

How opting for rally-prepared resulted in a savvy buy

CAR 1986 Peugeot 205XT rally car **SOLD** £2813 **ORIGINAL ESTIMATE** NR, Silverstone, Race Retro, 21 Feb



All the factors added up to this being a potential bargain.
How many reasons do you want? It was offered without reserve, so there was a possibility it could have been bought mega-cheap. It was a pretty basic 205 rather than a Rallye or GTi, so it would be cheaper to insure, it had been prepared for club rallying and, equally importantly, it was in pretty good condition.

The vendor made a good call putting it into a competition car sale at Race Retro.
It could have sold well at any classic auction, but being entered in a dedicated competition car sale at a historic motorsport event increased its chances of selling, particularly because Race Retro is just as much about club sport as mega-bucks high-end racing.

Condition helped this car's case.
Generally it was very good. It showed a touch under 80,000 miles and had an MoT until October. The bodyshell was in pretty good order with no signs of corrosion and good panel fit. The panel shuts were fine too, which was a reasonable sign it hadn't had an 'off'. The later Peugeot alloy wheels with bolt-on wheelarches added a purposeful air. There had been quite a lot of expense inside – a full roll-cage



had been fitted, as well as bucket seats, harnesses and fire extinguisher. On that theme, a sump guard had been fitted, as had an ignition isolator and a stainless steel exhaust system. For someone building a car like this, all those items add up and can be a deterrent. The original dash and door cards hadn't been cut about, meaning it could be used on a daily basis.

It's cheaper than going for a road-spec car.
Values of three-door 205s are on the up and adding in the value of the rally-related equipment meant the buyer of this one came out well. Sourcing a car and then equipping it would be dearer and would take time – here was affordable turn-key classic rallying at its best.

How this Peugeot 205 compares

CONCOURS	£4000-4500
VERY GOOD	£3500-4000
GOOD	£1750-3500
USABLE	£1000-1750
PROJECT	£500-1000
THIS CAR	£2813

TOP 10 CHEAP TAX-FREE CLASSICS

UK auctions, year to date*



- 1 1955 Austin A30**
£1000, SWVA
- 2 1953 Morris Minor**
£1550, Mathewsons
- 3 1979 Ford Escort 1100**
£1720, Anglia Car Auctions
- 4 1959 Morris Minor Convertible**
£1750, Mathewsons
- 5 1973 MGB GT**
£2050, Mathewsons
- 6 1979 MGB GT**
£2258, Mathewsons
- 7 1956 Morris Minor**
£2300, SWVA
- 8 1977 Vauxhall Viva GLS**
£2311, Mathewsons
- 9 1951 Sunbeam-Talbot 90**
£2473, Mathewsons
- 10 1978 MG Midget**
£2580, Mathewsons

*Excludes projects

CLASSIC RISERS

FORD GRANADA COUPÉ (1974-77)

The Granada Mk1's sleeker two-door cousin has performed relatively well price-wise over the past decade or so – had you picked up one in decent condition around 15 years ago, chances are you would have had change to spare from £3k, but nowadays you're looking at anywhere between £8 and £10k for the same

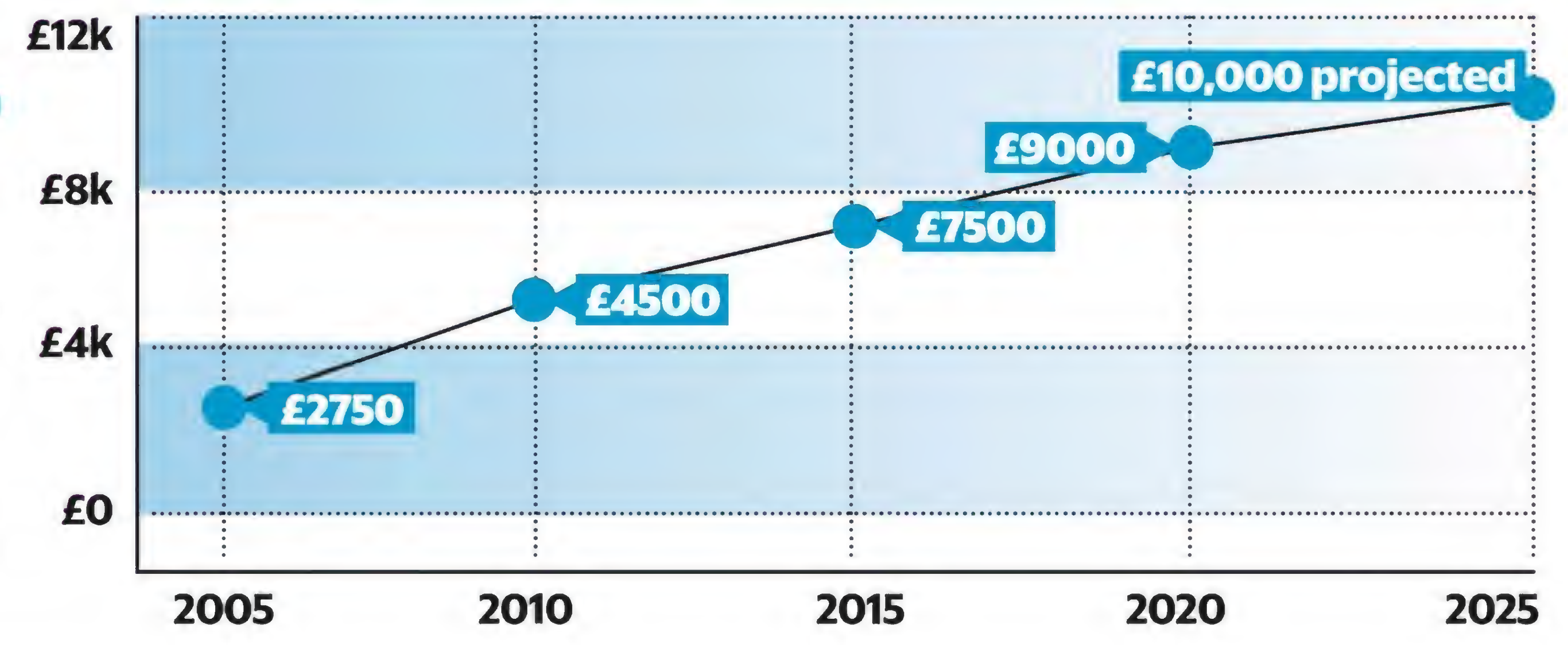


car. We reckon that values could climb a little higher still – we've seen some pristine cars being advertised for anything up to £15k.

THE CCW VIEW

This is all about rarity – the latest DVLA figures suggest that fewer than 100 of these distinctive fastback Fords are left on the UK's roads, with plenty having fallen victim to corrosion, breakers looking for spares and banger racers. As a result, there's now greater demand than there is availability of running cars, which has nudged prices up.
David Simister

VALUES 2005-25: HOW COUPÉ VALUES HAVE CLIMBED



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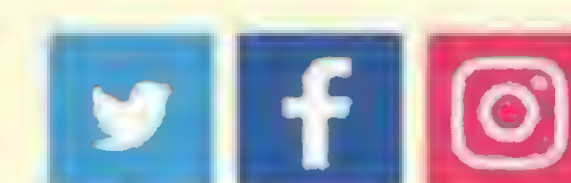
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MEMORABILIA 9.30am & VEHICLES 11.00am

'Bangers and Cash' new series Thursdays at 8pm

1984 Rover 3500 Vanden Plas EFi Auto



1924 Austin 12/4 Windsor Saloon



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**1978 Royale
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cream & Burgundy two
tone with cream leather
interior, believed to be
one of 60 examples.
Recently recommissioned.
Tax and MOT exempt.

Estimate £12,000 - £14,000



**2000 BMW
Z3 Roadster 2.0**

With 5 speed manual,
finished in dark blue with
cream leather interior.
Supplied with large history
file, MOT until May 2020.

Estimate £1,200 - £1,500



**1997 Bentley
Turbo R LWB**

Red Pearl Mica with Magnolia
leather and Burgundy carpets.
Immense spec including
electric rear seats, rear TV
screens, games, headphones,
twin phones (chauffeur driven
when new) and picnic tables,
MOT July 2020, supplied with
extensive history file.

Estimate £15,000 - £18,000

**Also in the sale: 1993 BMW K75 750cc Flat Twin Touring
Motorcycle Estimate £1,000 - £1,500**

10% Buyers premium (Subject to VAT)

PRESALE VIEWING

Saturday 7th March 9am - 1pm, Monday 9th March 9am - 5pm
Tuesday 10th March 9am - 5pm, Wednesday 11th March 9am - 5pm & mornings of sale
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ENT 847V
VW GOLF GTI - 16,000 MILES
AUCTION LATE MARCH
ESTIMATE: £31 - 42,000



1958 VW BEETLE
SOLD FEBRUARY 2020
BUYER PAID: £13,060

SELLER REC'D: £12,407



1972 JAGUAR E TYPE S3 V12
SOLD FEBRUARY 2020
BUYER PAID : £42,000

SELLER REC'D: £39,900

Buyers pay what they bid, sellers pay only 5%
(incl. VAT)

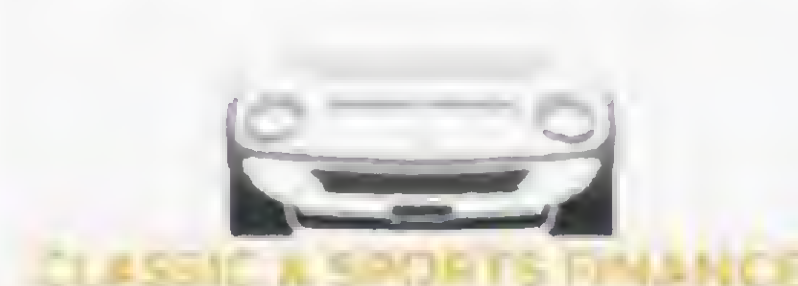
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AUCTION REVIEW SILVERSTONE, RACE RETRO. 21/22 FEBRUARY

BUYERS RACE TO COMPETITION SALE

Motorsport-prepared cars perform well, but a rare Lancia Hyena turns heads

As much part of Race Retro as the live rally stages and arguably equally interesting, Silverstone Auctions' sale at the historic motor sport event draws in plenty of would-be owners with its mix of competition and classic cars.

Competition cars were on the first day, ideally meeting the requirements of plenty who wanted to have a go. Better to buy something already built, and the result was a decent 65 percent sale rate, helped along by sensible estimates. A 1986 Peugeot 205XT built to club rally

specification was a snip at under £3k and a Morris Minor to 'Academy' formula made a great buy at £11,813.

Day Two was dedicated to classics and performance cars, and while there wasn't a seriously big number, a decent level of quality more than compensated. Top of the tree price-

wise was a super-smart 1964 Aston Martin DB5 which succeeded in drawing £708,750, while stunning examples of Mercedes-Benz 500E and Bentley Turbo Rs showed if the quality is right people will pay.

01926 691141
silverstoneauctions.com

MARKET VIEW

59 cars sold

£77,452
average paid
(including premium)

£4.57m
sale total

56% sold - by sale end

The top seller at the Saturday sale was a restored 1964 Aston Martin DB5 with upgraded 4.2 engine sold for £708,750, while the highest-priced competition car during the 70% sold Friday session was the ex-works Subaru Impreza driven by Petter Solberg in the 2007 WRC, which fetched £189,000. A Group B 1986 Ford RS200 justified pole position in the hall by selling for £182,250 to much applause, while a remarkably unmolested 42,000-mile 1981 VW Golf GTI Mk1 1.6 cost £18,000 and £2913 bought a 1986 Peugeot 205 XT Club Rally Car.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



1991 MERCEDES-BENZ 500E

Mercedes-Benz 500Es aren't exactly rare on the classic auction scene, but many are tired, slightly scruffy or lacking in comprehensive history. However, this very nice example ticked all the right boxes, not least boasting a full service history from the Chelsea dealership that had supplied it new.

Passing from the mother (who was the original owner and a member of the Vardinogiannis shipping dynasty) to her daughter and then bought by the vendor two years ago, this 'E' scored further points thanks to its first-class bodywork, paint and interior. In all respects it was even better than the 35,000 miles from new suggested. A super-rare opportunity that was rightfully snapped up as there can be few examples as good as this.

SOLD
£67,500



1998 BENTLEY TURBO RT LWB

One of the finest Turbo Rs to grace an auction in the past couple of years, this UK-market, three-owner example had clearly been indulged, having covered 47,000 miles and coming with plenty of service history. The all-important bodywork was excellent, with not even the slightest bubbling to the rear wheelarches or bottoms of the rear wings. The panels were fantastically straight and the trim was thoroughly excellent, with no stone chips or scratches to the front bumper, bonnet or door mirrors: in the same vein the alloy wheels had no signs of kerbing. It was equally good inside, with seat facings, door panels and wood well-kept. In all, a delight and certainly a bargain. Will 2020 throw in any better examples?

SOLD
£21,375



1992 LANCIA HYENA

Take the underpinnings of a Lancia Delta Integrale Evo and hand them to Zagato, and the result is the Hyena, a close-coupled coupé that, while not as radical as the Alfa Romeo SZ, wasn't far off. The Hyena remains a much rarer beast

SOLD
£168,750

than the Alfa though, as 24 were built. This example, with three previous keepers, was in fine order, with straight bodywork, good shutlines and a very good tan interior. Hardly cheap, but an offering par excellence nonetheless.



1978 FORD ESCORT RS2000

The expression 'they're only original once' is one much used in the trade, but Silverstone was right to use it when referring to this luscious RS2000. It had everything going for it, the first (titled) owner selling it to the vendor in 2016. The clock showed 64,000 miles and it had been very, very well looked after.

SOLD
£34,875

Rust-proofed when new, the panels were extremely good, and the black paint still had plenty of depth and shine to it. The interior was highly presentable – way better than many Fords of this era offered at auction. A great buy and in the grand scheme of all things fast Ford, very well bought.

UPCOMING AUCTION H&H CLASSICS, IMPERIAL WAR MUSEUM, DUXFORD. 18 MARCH

Minimal-mileage MG heads to Duxford

Showroom-fresh Midget included in latest H&H sale

H&H Classics heads east to Duxford and as this week's issue went to press its entry list was still being compiled. But it's already assembled an offering covering most ages.

As always it's an eclectic offering that numbers two large 1930s Lagondas (including a 1939 V12 drophead) and an Aston Martin DB6.

For those with a smaller budget there is still enough to please,

including a 1980 MG Midget that has covered 1179 miles from new, as well as a 1952 Bentley MkVI that features Freestone and Webb rather than factory-issue coachwork. A 1925 Morris Cowley tourer should please H&H's punters and performance Fords get a look-in too, with a 1986 Ford Sierra RS Cosworth and a 1973 Ford Capri 3000 GXL all vying for the attention of punters.

■ 01925 210035 ■ handh.co.uk

1979 JAGUAR E-TYPE 2+2 PROJECT

This manual gearbox 2+2 has been owned by the vendor since 1976 and shows 78,000 miles on the clock, H&H says. It has a full-length sunroof and has been pulled out of long-term storage and is ripe for restoration. Temptingly estimated.



ESTIMATE
£15-20k



ESTIMATE
£18-22k

1925 MORRIS COWLEY TOURER

The Morris Cowley has been part of the classic movement for many decades, being seen as worthy of preservation even in the 1940s.

This example was sold new to Buith Wells and retains its original chassis, engine and reg number. Restored in the mid-1980s it changed hands

several times before being bought by the vendor four years ago. Now pleasingly mellowed but still smart, it's a worthy offering.

1952 BENTLEY MKVI

While the MkVI ushered in an ethos of the factory meeting most bodywork demands in-house, it was clear some buyers would opt for something a little more bespoke. Freestone and Webb was one of those working on the recently-introduced MkVI chassis and

this example is one of 15 built. H&H says it has covered 34,000 miles from new, with three owners, and there has been a lot of restoration work by Alyth-based Classic Restorations. Supremely elegant, very unusual and well presented, it's worth a closer look.

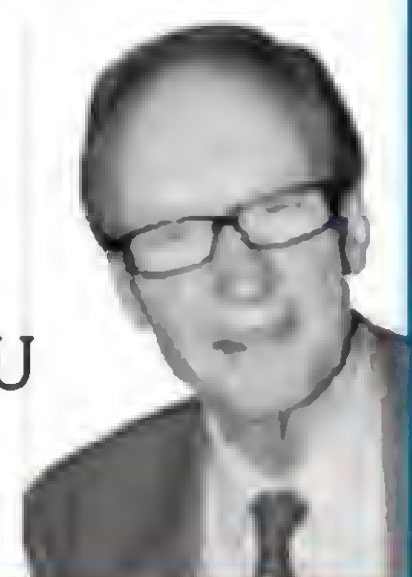


ESTIMATE
£30-40k

MARKET VIEW

While a £360k+ 1939 Lagonda V12 DHC, fully restored since acquisition at auction in Buxton in 2006, deservedly has star lot billing at Duxford, the majority of the 70 classics consigned so far are far more affordable for most of us. A 2017 restored 1989 Austin Mini Thirty with £15,000 worth of invoices has been estimated at £11,000-13,000 and £12,000-13,000 is sought for a 1988 Austin Mini Mayfair 998 driven only 806 miles by one owner. But then a £12,000-16,000 MG Midget 1500 has only done 1179 miles since new in 1980 and a £9000-11,000 1976 Midget 16,000 warranted mileage. A 1961 Citroen 2CV AZLP (AZ, indicating enlarged 425cc engine, L standing for Luxe trim and P for opening boot lid) may seduce a Francophile with £12,000-16,000.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



ESTIMATE
£12-16k

1980 MG MIDGET

While there's seemingly an infinite supply of ultra-low mileage MGBs in LE guise, low-mileage Midgets are rarer, possibly because they encourage plenty of use. This late Inca Yellow model has covered 1179 miles from new, initially being

owned by a British Leyland employee. MoT test certificates show by April 1989 it had covered 447 miles and by 1996, 784 miles. 'Excellent' in all mechanical and cosmetic aspects, it's a great find for any serious MG collector.

A strong mix in Scotland
Traditional classics perform well for Morris Leslie

The first of four sales across 2020 here was a typically Morris Leslie sale, mixing a strong mix of eras and price points, which appealed to buyers from right across the UK. Plenty of traditionally popular models from Jaguar and Mercedes-Benz lined-up alongside the more unusual and with a fair few away, here was the evidence buying keenness remains strong north of the border, provided estimates are sensibly set.
01821 642574
morrisleslie.com

1972 ROVER P6 3500

Buyers who fancy plenty of British bent-eight grunt but don't fancy a Daimler V8 250 have a viable alternative in the Rover 3500. A perennial favourite, the 3500 offers power and affordability, plus good spares back-up. Coming with plenty of history and in generally good order, at under £4k here was proof that decent old school grunt needn't break the bank.



SOLD £3975

MARKET VIEW

70 cars sold

£6101 average paid (including premium)

£427,058 sale total

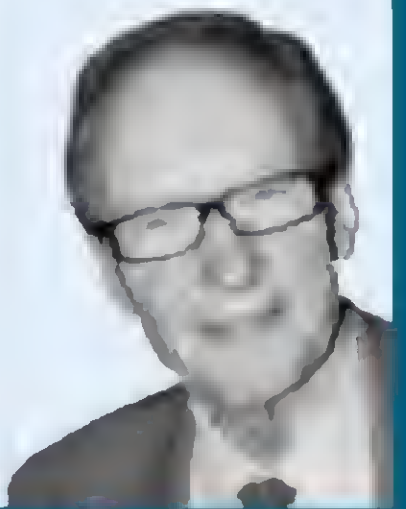
44% sold - by sale end

A one registered keeper in Newcastle since new

in 1995 Ford Escort RS Cosworth with 17 service stamps during 73,797 mileage headed the prices with a £40,950 result. While a 1969 made Elan S4 SE Coupe had been allocated as a Sprint development car to Vehicle Engineering in 1970 before being registered in native Norfolk by Lotus themselves in 1971. Forty-nine years later, it found a below forecast £32,288. Rear-wheel drive Fords sold here included a 1966

Anglia 1500 two-door estate for £3518 and a Burton 1.7 powered 1966 Cortina 1200 De Luxe 4-Door for £7556. Front-wheel drive Ford three-doors were led by a £18,900 1985 Escort RS Turbo. A 2003 Focus RS 2.0 cost £4515 and a 1987 Fiesta XR2 1.6 £1943.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



CARS SOLD/FOR SALE AT AUCTION 21 FEBRUARY-18 MARCH

SILVERSTONE, RACE RETRO. 21 FEBRUARY

Table with 5 columns: YEAR/MAKE/MODEL, EST, £SOLD, COND, and a final column with numbers. Rows include various classic cars like Alfa Romeo GT, Audi Quattro, BMW M3, etc.

MORRIS LESLIE, ERROL, PERTH. 22 FEBRUARY

Table with 5 columns: YEAR/MAKE/MODEL, EST, £SOLD, COND, and a final column with numbers. Rows include Aston Martin DB7, Audi 80E, Audi TT, etc.

Table with 5 columns: YEAR/MAKE/MODEL, EST, £SOLD, COND, and a final column with numbers. Rows include Land Rover 110, Lotus Elan, Mercedes-Benz 230E, etc.

SILVERSTONE, RACE RETRO. 22 FEBRUARY

Table with 5 columns: YEAR/MAKE/MODEL, EST, £SOLD, COND, and a final column with numbers. Rows include Aston Martin DB5, Audi Quattro, BMW Z3, etc.

H&H, IMPERIAL WAR MUSEUM, DUXFORD. 18 MARCH

Table with 3 columns: YEAR/MAKE/MODEL, ESTIMATE, and a final column with numbers. Rows include AC 2-litre, Alvis Speed 25SC, Aston Martin DB6, etc.

AUCTION CALENDAR

4 MARCH Brightwells Classic and Vintage, Easters Court, Herefordshire HR6 0DE
01568 611122 brightwells.com

4 MARCH H&H Classics, online-only sale
01925 210035 handh.co.uk

7 MARCH Historics, Ascot Racecourse, Berkshire SL5 7JX
01753 639170 historics.co.uk

10-12 MARCH Reeman Dansie, Severalls Business Park, Colchester, Essex CO4 9HU
01206 754754 reemandansie.com

14 MARCH Spicers Auctioneers & Valuers Inc. DAH auctions, The Exchange Saleroom, Exchange Street, Driffield YO25 6LD
01377 593593, 07469 956936 spicersauctioneers.com

15 MARCH PSP Auctions, Fosote, Buckinghamshire MK18 6AH
01280 848843 pspauctions.co.uk

18 MARCH H&H, Imperial War Museum, Duxford, Cambridgeshire CB22 4QR
01925 210035 handh.co.uk

18 MARCH East Anglian Motor Auctions, Wymondham, Norfolk NR18 0WY
01953 859180 eamanorwich.co.uk

19 MARCH Dorset Vintage and Classic Auctions, Henstridge Airfield, Somerset BA8 0TN
01963 363353 dvca.co.uk

21 MARCH Mathewsons, Pickering Road, Thornton Le-Dale, Pickering, N. Yorks. YO18 7LH
01751 474455 mathewsons.co.uk

21 MARCH Bonhams MPH, Hanger 113, Bicester Heritage, Bicester, Oxon. OX26 5HA
01869 229477 mph.bonhams.com

21 MARCH HJ Pugh & Co., Auction Centre, Ledbury, Herefordshire HR8 2LP
01531 631122 hjpugh.com

21 MARCH Richard Edmonds, Chippenham Auction Rooms, Wilts. SN15 1SB
01249 444544 richardedmondsauctions.com

1-4 CONDITION GUIDE

- 1: Excellent condition – concours can be much more
- 2: Good – sound usable condition
- 3: Average – running with MoT
- 4: Project – in need of restoration



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1989 Porsche 911 Speedster RHD
Guide Price: £100,000 to £120,000



1976 Rolls-Royce Corniche
Guide Price: £23,000 to £30,000



1954 Triumph TR2 Original Derrington Modified
Guide Price: £30,000 to £40,000



1969 Jaguar E-Type Series 2 Roadster Manual
Guide Price: £34,000 to £45,000



1966 Jaguar Mk II 3.8 LHD Auto with Power Steering
Guide Price: £15,000 to £20,000



1974 MG MGB GT Overdrive
Guide Price: £7,000 to £8,500



1954 Austin A40 Devon Pick Up
Guide Price: £12,000 to £16,000



2002 Maserati 4200 Spyder Cambiocorsa
Guide Price: £9,000 to £13,000



2002 Porsche 911 (996) Targa
Guide Price: £7,500 to £11,000



2000 Bentley Arnage Red Label
Guide Price: £13,000 to £17,000



1925 Bean Model 12 Convertible
Guide Price: £13,000 to £16,000



1926 Standard SL04 Park Lane Saloon
Guide Price: £16,000 to £19,000

NEXT AUCTION

Spring Classic

1pm, Tuesday 21st April 2020

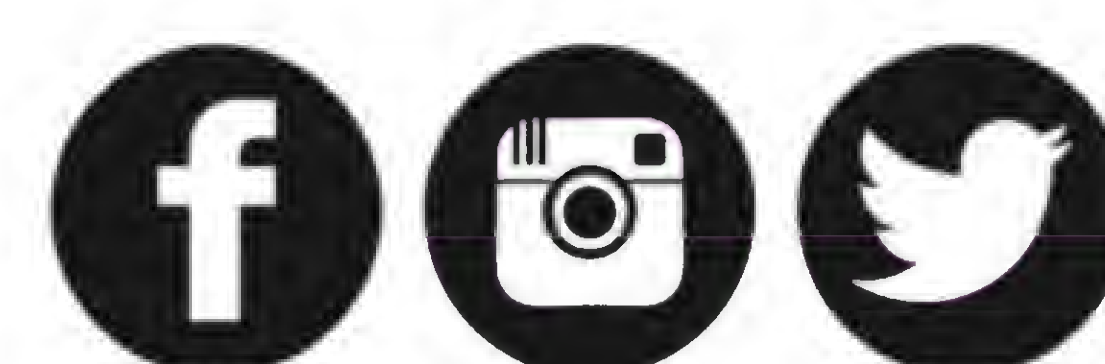
Sandown Park Racecourse, Esher, KT10 9AJ

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1991 Alfa Romeo Spider 2.0
Guide: TBA



1998 Aston Martin DB7
46,611 miles
Guide: £9,500 to £11,500



1986 Porsche 944 Auto
Guide: £5,000 to £6,000



1996 Mercedes SL500 Auto Panoramic Hard Top
Guide: £10,000 to £12,000



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Have fun and save money by bagging one of these wise buys

There are plenty of reasons why certain classic cars might be considered more popular than others. For some it's down to their looks. For others it's because they were the finest B-road champions that money could buy. Then there were those that epitomised luxury or were perhaps one of the enduring family favourites that used to belong to half of the residents on any given cul-de-sac in Britain.

Crucially, those cars that weren't in the limelight aren't necessarily bad cars – far from it – it's just that they haven't become synonymous with the classic car hobby in the same way that others have – for whatever reason. Best of all, these cars present a fantastic opportunity for savvy classic car buyers today.

We love to celebrate underdogs here at *Classic Car Weekly* and that's exactly what we're doing over the next packed 20 pages – offering our expert pick of

undervalued and underrated classics that can be snapped up for a fraction of the price of their better-known mainstream rivals. In some cases, they could be yours for as little as £250.

We've also included tips on where to find the bargains that we've highlighted, what checks to make so you can ensure that the car you're buying is in the condition the seller says it is, plus how to get the best deal when it's time for you to part with your hard-earned cash.

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MEET CCW's CAR-BUYING EXPERTS



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PEUGEOT 205 (1983-98)

WHAT TO PAY £750-4000

The delights of the 205 GTI are well known, but the lesser models are rarely talked about, despite offering many of the thrills for far less money than GTIs are now fetching even in poor condition. Obvious next-best-things like the XS and GT models are now starting to appreciate, and other 1.4 litre models aren't far behind, either. Undervalued for now, their prices are sure to be pulled up by the bullish GTI market.

Charlie Calderwood



VOLVO C70 (1996-2002)

WHAT TO PAY £650-3000

Even an appearance in the late-Nineties film revival of *The Saint* didn't prevent first-generation C70 values from belly-flopping – and that's a shame, because they arrived right at the time when Volvo's design regained some elegance. Rapid in warbling T5 form and cossetting as a convertible, serviceable examples of both bodystyles start from as little as £650; that buys a well-used 2.0-litre Turbo that's more than capable of getting out of its own way. Reckon on up to £3k for a mint, low mileage T5.

Jon Burgess



L-R FREELANDER I (L314) (1997-06)

WHAT TO PAY £600-3000

Seriously capable off-road and far more refined than any of its rivals, the first-gen Freelander gets a raw deal; shunned by many and run into the ground by others, the 1.8-litre K- and 2.0-litre L-Series diesel-engined models represent serious value; the only cars fetching higher values are the later BMW-powered Td4s, especially post-facelift. Just £595 bought a sound 1999 1.8-litre five door at Mathewsons last year, while £2795 online was top whack for a facelifted 2004 five-door TD4 SE.

Jon Burgess



FIAT CINQUECENTO SPORTING (1994-98)

WHAT TO PAY £500-2500

Old Fiats aren't exactly known for their durability, which is no doubt one of the reasons why the Cinquecento Sporting is still so cheap. Mockery on Channel 4 sitcom *The Inbetweeners* and not particularly impressive performance did the rest. The Cinquecento Sporting isn't about bar room bragging rights, though, it's just a fizzy, featherweight ball of Italian fun. This is one of the cheapest cars on our list, yet one of the most fun on a tight back road or city street.

Charlie Calderwood



AUSTIN MAESTRO (1982-94)

WHAT TO PAY £400-2000

We reckon that the Maestro's just about the cheapest route into an Eighties classic – all of the examples that we've seen selling at auction over the past 18 months have been between £600 and £2000, and unless you're looking for a concours car or one of the rarer MG-badged versions, you're unlikely to fork out much more than that. It's a lot of car for the money, being dependable, fun to drive and perfect for attending shows like Pride of Longbridge (18 April).

David Simister



FIAT PANDA MkII (2003-12)

WHAT TO PAY £600-3000

Most original Pandas are now in the hands of clued-up classic fans, which limits your ability to pick up a bargain. But while its five-door Noughties successor is still a bit too new and abundant in number for some – with the notable exception of the range-topping 100HP, which already has a following among modern classic fans – it has reached the bottom of its depreciation curve. Exactly the time to buy one. Great little cars for well under £1000.

David Simister



PEUGEOT 106 (1991-2003)

WHAT TO PAY £750-5000

Frequently dismissed as a shopping trolley, the 106 is actually one of Peugeot's best driving hatches, refining much of what the 205 did so well. It's a bit smaller than the 205, though no lighter, being a decade newer, the 106 provides similar small-car thrills for far less outlay. Phase 1 Rallyes and GTIs are

rare and pricey by 106 standards, but even these cars are significantly cheaper than 205 GTIs in equivalent condition – despite their similar performance. Post-facelift Phase 2 sporting models will be the next versions to get more expensive, with cooking-spec Phase 1s becoming increasingly rare and desirable, too.

Charlie Calderwood



FORD MONDEO MkI (1992-96)

WHAT TO PAY £500-2000

A huge step up from the dated Sierra in 1992, the Mondeo was the family car to buy in the mid-Nineties. Packing improved performance and styling over its predecessor, the Mondeo MkI raised the bar and gave buyers a more exciting drive, while keeping things affordable. Today the car holds up well against modern traffic, plus maintenance is easy and not too costly. Sadly, many have been scrapped or used for banger racing but find yourself a good example and it will last you for many years to come, and should also gain in value as Nineties nostalgia continues to rise.

James Sadlier

FORD ESCORT CABRIOLET (1986-2000)

WHAT TO PAY £250-1500

We've seen MkIIIs, mostly in XR3i guise, sell for five figures, but drop-top Escorts are maligned for the most part. With a grand to spend, you'll find plenty of decent fifth- and sixth-generation Cabriolets for sale,

regardless of spec – a 1994 Si Cabrio sold for £300 in SWVA's January sale. If you prefer the more Eighties-look of the fourth-gen Escorts, 1.6i cars can also be had for less than £1k.

Chris Hope





PEUGEOT 405 (1988-97)

WHAT TO PAY £500-2000

Proudly built in Britain, and still produced in Azerbaijan to this day, the Peugeot 405 is long-overdue a price hike – and the market is starting to wake up. Most of the remaining cars are Phase IIs built from 1993 onwards; cared-for higher-spec SRIs, GTXs, STIs and Exclusives fetch good money at auction, with a 1991 SRI managing £2100 at ACA in 2018. Serviceable, higher-mileage diesel estates are beloved by families, too – reckon on well below £1000 privately and at auction, especially if a less-popular petrol engine is fitted. Just £880 bought a 1993 GLi estate at Brightwells in 2017, but the Mi16, Mi16x4 and T16 are in a different price league.

Jon Burgess



AUSTIN MAXI (1969-81)

WHAT TO PAY £550-5500

The Maxi has long attracted derision, much of it underserved. Early cable-change gearboxes could be obstructive, but the engines are willing, the interiors huge and – unlike the Allegro – it's a

proper hatchback. Which makes the highest auction price for one in years – £5824 for a 1980 1750 HLS (H&H, February 2016) seem criminally cheap. I nearly bought a similar car myself many years ago – only the vague five-speed manual gearbox really put me off.

Mike Le Caplain



Image: Laurens Parsons.

PEUGEOT 306 (1993-2002)

WHAT TO PAY £300-3000

Perhaps best thought of as a 205 for grown-ups, with almost as sublime handling, yet 306s only fetch a fraction of the five-figure sums that good 205s make. So far only the limited-run Rallye models are starting to fly at £5-6k. Next most exciting are the S16 and GTi-6, which are getting hard to find but can be

had for £2-3k. For real bargains, even a 1.6 LX is a fun drive and they can be had for £500-600. In general, values are so low that you are only likely to find Cabriolets at auction, and even they are ridiculously cheap for a drop-top. Mathewson's sold a lairy yellow 1997 model last December – complete with optional hard-top – for a below estimate £625.

Russ Smith

HERE'S ONE WE FOUND 1998 PEUGEOT 306 1.6 MERIDIAN, £1195

A one lady owner car with warranted 48,000 miles. Unmarked and ready to show.

Classic & Cabriolets, 01702 814312, classics-cabriolets.co.uk



FORD PUMA (1997-2002)

WHAT TO PAY £500-1500

This might have the underpinnings of a Fiesta MkIV underneath, but it has similar performance to that of a super-mini. For me it's one of the most fun small cars to drive, and you can really throw it around. Most people will opt for a 1.7- engine over the 1.4, but after owning the latter I can say that the 0-60mph time and top speed didn't feel that far off the more powerful model because the car itself is a little lighter. The well-known issue with the Puma is its ability to rust. Once it starts, it becomes expensive to fix. Find yourself a garaged example and you'll have a car that will live on for many years to come. Unless I get there first!

James Sadlier



ROVER R8 (1989-95)

WHAT TO PAY £500-2500

The R8 range can still be had for buttons, provided you stay away from the GSi Turbo and Tomcat Turbo coupé. Their rarity influences prices; aficionados will also pay well (in R8 market terms) for a surviving 216 or 416 GTi. Otherwise, the range of body styles – three- and five-door hatch, saloon, convertible, coupé and Tourer – are all easily attainable for less than £2000. That top price bracket would have got you an immaculate 414 SLi at Mathewsons last year. At the other end of the scale, H&H let a sound 214Si through for just £525 in 2016.

Jon Burgess



TALBOT SAMBA (1981-86)

WHAT TO PAY £500-2200

Almost forgotten today, but find a good one and the Samba's simplicity is its making, not its downfall. Using the same basic body as the Citroën LNA and Peugeot 104, the Samba suffers simply from the fact that few people know what it is. That, however, is great for the savvy buyer who wants something different. Peppy and frugal on the juice. Win-win.

Richard Barnett



MERCEDES-BENZ W124 SALOONS (1984-95)

WHAT TO PAY £350-3800

All are epically well-made saloons that will easily clock 250k, but the smart money is on the six-cylinder models, from 260E to E320. The market prefers them now and always will. CCA sold a rare 4-Matic (4WD) 300E in December for £3885 that was less than perfect. But DVCA took just £1540 for a plain 300E with the same mileage a month earlier.

Russ Smith



CITROËN XM (1989-2000)

WHAT TO PAY £400-4000

The XM was the latest in a long line of double chevrons that had it all – looks, space, performance and that famously cossetting ride – only for the likes of BMW, Mercedes and Jaguar to kick sand in its face. French collectors still spend huge on the very best (who could forget the €33,600 that Leclerc mustered for one in December 2017?) but few UK models breach £4k.

Mike Le Caplain



ROVER 800 (1986-99)

WHAT TO PAY £500-4000

The mid- to late-1980s saw volume makers (Ford, GM, PSA and Rover) looking for a slice of BMW and Mercedes-Benz action, and in many ways the 800 nailed it thanks to Honda's involvement. Today, the relatively few survivors don't make strong sums, unless they're late, immaculate Turbo Coupés. Even tidy later cars, whether saloon or hatch, don't pull in the money.

Richard Barnett

100 UNDERVALUED & UNDERRATED CLASSICS

RENAULT 5 (1985-96)

WHAT TO PAY £600-2500

Defining the hatchback as much as the first-generation Fiat 127, the Renault 5 offered looks, versatility and a typically Gallic unpretentious air that drew heavily on the R4's car-for-all-people philosophy. They enjoyed a long production run, and the second-generation Supercinq in particular is still relatively undervalued. Those sales successes from the mid-1980s to the mid-1990s have led to a reasonable supply of cars. They've not seen the value hikes or following of Metros, but that's to the 5's benefit. Although the 'informed' might question the 5's reliability, they're as tough as old boots mechanically and good structurally, too. Most reasons for avoiding a 5 are unfounded, but at least they've helped to keep prices low.

Richard Barnett

HERE'S ONE WE FOUND 1989 RENAULT 5 AUTOMATIC, £2390

Two owners, 42,000 miles with FSH and garaged from new. Long MoT test and two sets of keys.

Private seller, 01435 865769, classiccarsforsale.co.uk



MG ZR (2001-05)

WHAT TO PAY £400-2500

The ZR – range-topping 160 aside – seems to have largely slipped under the hot hatch radar and we've seen examples offered for as little as £400 in the classified ads, with sellers rarely asking for much more than £1500. We ran a ZR 105 for a year, and that very car is still used every day by our own Nick Larkin (check out his latest report on it on page 25). It's still making us smile, even after years of hard use.

David Simister



DAIHATSU COPEN (2004-10)

WHAT TO PAY £700-2000

So cute that Disney could have built it, this modern classic is the Japanese Kei-car that wanted to be an Audi TT. Having been largely forgotten, they are now bargain buys. More fun original had a rev-happy 67bhp 660cc turbo motor, which was replaced by a cleaner, normally-aspirated 86bhp 1.3 from 2007. ACA recently sold a nice 1.3 with a cherished plate for £1420. Sounds like a bargain.

Russ Smith



ROVER METRO (1990-98)

WHAT TO PAY £300-2000

The trouble with Austin Metros these days is finding them – so few survive and they rarely come up for sale, but you'll have no such problem with its Rover-badged successors. They're big fun to drive and the K-series engine should give you years of trouble-free service – as long as it's been looked after. The fact that there are still plenty to choose from has helped to keep prices to below a grand for even the best examples.

David Simister



AUSTIN ALLEGRO (1973-82)

WHAT TO PAY £600-1750

The Vanden Plas Princess – with its Rolls-Royce-in-miniature aspirations – and 1500 Special consistently attract prices above £3000. However, it's still straightforward enough to get an example of one of the lowlier-spec Allegros (including the useful, and some say better-looking,

estate, which makes up for the saloon's lack of a hatchback) for less than £1000. Sure, it may've been flawed when new, but well over 40 years on it remains largely ignored by the market – and definitely represents a phenomenal amount of car for your money.

Chris Hope

CCW'S TOP TIPS: BUYING FOR A GRAND OR LESS

BE FLEXIBLE WITH THE CAR YOU'RE AFTER

Shop around and you'll still find Riley Elfs, MG Midgets and Morris Minors for under £1k, but chances are they'll be tired and need a little (or a lot) of work. The cars that represent far better value in this price bracket are models from the 1980s and 1990s – they're affordable simply because they're not as readily accepted as classics at the moment. Among the models

spotted in CCW's classifieds are a Reliant Scimitar SS1 and an R8-generation of the Rover 200 and 400 – including the 200 Cabriolet.

Extended friends and family can often be an unlikely source of cheap cars in good condition, particularly if lots of your friends are also classic car devotees.

This one's more about luck and it pays not to be choosy.

BE PREPARED TO HAGGLE

The £1200 classic that might seem slightly out of your budget can easily become a £1000 bargain if you're prepared to negotiate on price – and most reasonable sellers are prepared to play ball.

Cars advertised with 'ono' – 'or nearest offer' in plain English – immediately after the price, are a good starting point, indicating even before you make the call

that the seller might lower the asking price for the right deal.

Another good tip is to watch out for cars that have spent a while lingering in the classifieds; if the owner is keen for a quick sale it's well worth putting in an offer.

You might get politely rebuffed by a seller holding out for more – but as the old saying goes: If you don't ask, you don't get.

IS A RESTO RIGHT FOR YOU?

There's nothing more satisfying than plucking an unwanted wreck out of the classifieds, lavishing a few months' TLC on it in your garage and then impressing everyone with the result at a show the following summer – but it's not always that straightforward.

That slightly rotten MGB might look like a sub-£1k bargain but bear in mind that there are

plenty of previously restored ones within reach of a £5k budget, so the cost of rescuing the unrestored car might actually end up costing you more. Talk to owners' clubs and fellow owners before taking the plunge. Unless you can do most of the work in-house and source parts cheaply you could end up with a false economy on the back of that trailer.

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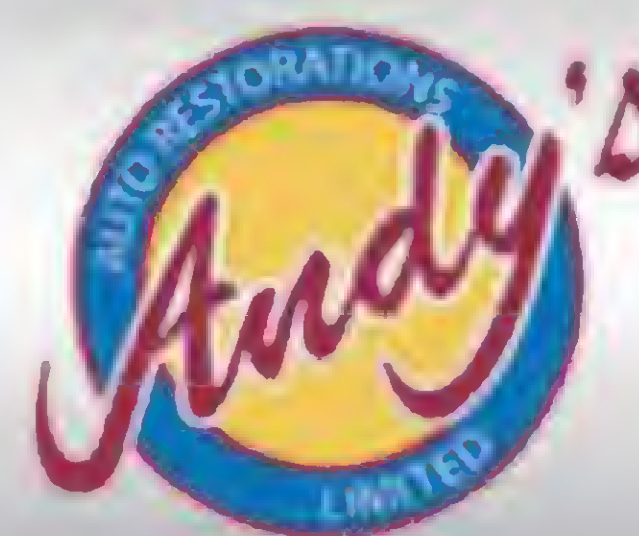
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TO BUY NOW

If you want real bargain B-road thrills, you need to look to the classics of the turn of the century. Here are five of the best not to miss before values start shooting up

MAZDA RX-8 (2003-2010)

ALFA ROMEO GTV 2.0 TWIN SPARK (1994-2003)

FORD MONDEO ST TDCi (2005-2007)

FIAT COUPÉ (1993-2000)

RENAULT CLIO 172/182 (1999-2005)

All cars go through a value trough, where mainstream drivers consider them merely old before enthusiasts start to appreciate them as classics, and it's here that you can find the most bang for your buck. Cars of the late 1990s and early 2000s fill that spot today. Sure, they may not have the period charm of a 1960s MG or the stark lines of a 1980s BMW, but if you look in the right places, there are cars with strong performance and fantastic

driving dynamics to be had in decent condition for less than £1500.

There are offerings to suit various tastes within this budget, too, including those with room for the whole family, those with styling from Italy's leading design house, and even a last-of-its-kind technical curio. There are rich rewards to be had for those willing to buy when the market for these cars is cold – but it won't last forever.

WORDS Charlie Calderwood PHOTOGRAPHY Jonathon Jacob

FIAT COUPÉ (1993-2000)

WHAT TO PAY
£1-7k

It may look similar to the Alfa, but Chris Bangle's design actually preceded Pininfarina's GTV, and also beat off a Pininfarina proposal that became the Peugeot 406 Coupé.



WHY YOU WANT ONE

The Tipo-based, Chris Bangle-designed Fiat Coupé offers a more GT-esque approach to the B-road blast than its Alfa GTV sibling. More upright, more spacious and – in 20v Turbo form – faster in a straight line, the Coupé is just a few steps more sensible, too. That's not to say that it doesn't handle well – far from it, in fact – but it is a car that prefers sweeping corners – or slow-in, fast-out switchbacks – to tight technical driving. All the while, the 20v Turbos offer beautifully sonorous performance that would compare well against supercars from a decade or so earlier, all in a Fiat you can pick up from as little as £1500.

WHAT TO AVOID

Like the Alfa, the Fiat has a very tight engine bay that makes cambelt changes and clutch replacement awkward jobs – so prepare for a big bill if either of those are on the horizon. The turbochargers aren't the sturdiest and can struggle to cope with ambitious modifications, so de-catalysed exhausts and over-boosted engines should be avoided. Check for a dodgy turbo by watching for smoke when idling from cold. There's also a failure-prone coolant hose hidden at the rear of the engine against the bulkhead; be very suspicious of a car with any leaking here, because it can cause the engine to cook before the driver is any the wiser.



No amount of ST badges can hide the Ford's bland dashboard, but the seats are much better and the driving position accommodates larger frames well.

WHAT TO PAY
£1-3.5k

FORD MONDEO ST TDCi (2005-2007)

Big alloys and cohesive bodykit lift the Mondeo's slightly anonymous shape into that of a smart-looking sports saloon.

WHY YOU WANT ONE

B-road thrills don't have to cost the earth, certainly not from the decade of the performance diesel. Mondeos have always been keen handlers, with the MkIII considered one of the best all-rounders of its time, offering comfort, space and enjoyable road manners. It won't dart with the agility of a Clio or GTV, but the steering is sufficiently feelsome to make hustling it down a back road more fun than most and it can take your family on a comfortable cross-country trip the following day. The ST even managed to be something of a looker thanks to a set of stylish 16-spoke alloys, though the interior doesn't stand up as well to modern eyes as the exterior.

WHAT TO AVOID

As with most modern diesels, the Mondeo has a dual mass flywheel, which aren't cheap to replace. With normal use, they can last well over 100,000 miles, but abuse (which any Ford ST is vulnerable to) can shorten that lifespan. Even if yours isn't showing any problems, most mechanics would recommend replacing it if you're replacing a high mileage car's clutch, so budget for £750-1000 if there's juddering under load or any sign of imminent clutch failure. Timely oil changes are essential for the health of the big diesel unit, so walk away from any car lacking a proper service history and check for any MoT advisories

concerning suspension components – they're not cheap to replace.

WHY BUY NOW?

Mondeo MkIIIs are only just creeping on to enthusiasts' radars so values are at rock-bottom. Many – even half-decent ones – have, or are soon heading for the scrapyard therefore, so now is very much the time to buy. The ST TDCi may not be the obvious car in the range to focus upon because V6s will always be the halo cars, but the diesel makes much more sense for actual use, allowing the Mondeo to show off its skills as both a capable B-road thrasher and a long-legged, economical cruiser.

With oil-burners having now thoroughly unfashionable, cars like the ST TDCi will increasingly be recognised as one of the automotive world's blind alleys.

FORD MONDEO ST TDCi

ENGINE 2198cc/4-cyl/OHC
POWER 153bhp@3500rpm
TORQUE 295lb ft@1800rpm
MAXIMUM SPEED 137mph
0-60MPH 8.7sec
FUEL CONSUMPTION 35-50mpg
GEARBOX FWD, six-speed manual
ENGINE OIL Magnatec Stop-Start 5w30 A5 6.7 litres
GEARBOX OIL Syntrans Multivehicle 75w90 1.75 litres

HERE'S ONE WE FOUND
2007 FORD MONDEO, £1250
151,000 miles, two previous owners, service history, clean condition, needs new flywheel. West Midlands
■ Birmingham Cars, 0121 659 7055, birminghamcarsltd.co.uk



MAZDA RX-8 (2003-2010)

WHY YOU WANT ONE

If you commonly explain your interest in classics with the popular refrain 'all modern cars are the same', then the RX-8 is surely the car for you. With a now extinct form of engine, unusual two-and-a-bit-doors body and charismatic styling, nothing

else is like an RX-8. The Mazda isn't just an ironic curio, however; its rotary engine is as sporty as engines get, thriving on high revs – and doing very little without them. Couple that with an agile rear-drive chassis, great handling and a slick gearbox, and it's hard to see why RX-8s aren't worth more.

WHAT TO AVOID

While fantastic when working, the RX-8's rotary engine simply can't stand up to the same mileages that a contemporary piston engine can. This isn't because of any structural weakness in the engine, but because the apex-seals, which play essentially the same role as a piston ring, wear relatively quickly. Do a compression test on any car that you're looking at buying – you want the result to measure at least six bar per rotor face. Obvious burnt oil coming out the exhaust, lack of power and troublesome starting are all warning signs – even low mileage cars can suffer, so don't consider that a guarantee.

WHY BUY NOW?

RX-8s are now reaching the age when most cars get scrapped – and you can expect that cycle to be particularly savage on RX-8 numbers thanks to

WHAT TO PAY
£1-6k

their fragile engines. This, as well as increasing appreciation as the last gasp of the rotary experiment, means that you won't find cheaper RX-8s than you will now – although it should be remembered that the newest RX-8s still have a bit of depreciation left to do. Ownership will never be completely free of the fear of an imminent £2.5k engine rebuild, but you won't be so fussed about that when you're picking them up for £1500.

MAZDA RX-8 ENGINE 1308cc/2-rotor/Wankel
POWER 189bhp @7200rpm
TORQUE 162lb ft@5000rpm
MAXIMUM SPEED 139mph
0-60MPH 6.8sec
FUEL CONSUMPTION 20-30mpg
GEARBOX RWD, five-speed manual
ENGINE OIL Magnatec Stop-Start 5w 30 A5 3.5 litres
GEARBOX OIL Syntrax Long Life 2.5 litres
AXLE OIL Syntrax Long Life 75w90 1.3 litres

RX-8's bubbly styling has proved divisive, but certainly can't be called bland.



RX-8 interior is more interesting than you might expect from a Japanese coupé.

HERE'S ONE WE FOUND
2004 MAZDA RX-8, £1498
66,000 miles, MoT June, black leather interior, service history. Berkshire
■ Fifi Automotive, 020 3641 8792



WHY BUY NOW?

The days of super-cheap 20v Turbos has already passed, to the point where Turbos in our £1500 budget will either be very modified, very high-mileage, in need of some work... or possibly all the above. Clearly, then, the Coupé is beginning to be recognised as a classic, with enthusiasts overcoming their fear of the spectre of unreliability to get their piece of Bangle's masterful design. If you don't fancy doing the work needed to bring a cheap 20v Turbo up to scratch, the naturally-aspirated four- and five-cylinder cars are well within budget and provide similar performance to that of the GTV Twin Spark. This won't last,

however, with Turbo values sure to drag up the rest of the range as buyers look for alternatives, and restorers look for parts donors.

FIAT COUPÉ 20V

ENGINE 1998cc/5-cyl/DOHC
POWER 152bhp@6700rpm
TORQUE 137lb ft@3750rpm
MAXIMUM SPEED 134mph
0-60MPH 7.9sec
FUEL CONSUMPTION 25-38mpg
GEARBOX FWD, five-speed manual
ENGINE OIL Magnatec 10w40 A3/B4 4.8 litres
GEARBOX OIL Syntrax Long Life 75w90 2 litres

Pininfarina got its way inside the Fiat, where body-coloured plastic and the stylish steering wheel lift otherwise ordinary surroundings.



HERE'S ONE WE FOUND
1999 FIAT COUPÉ 20V, £1250
Black cloth interior, MoT expired (but not failed), air conditioning. Cumbria
■ Alan Reay Cars, 01228 584598





WHAT TO PAY
£1-3k

ALFA ROMEO GTV 2.0 TWIN SPARK (1994-2003)

Phase 1 and 2 GTVs used Twin Spark engines. The 2003-on Phase 3 used more troublesome JTS engines.

WHY YOU WANT ONE

Italian multi-valve twin-cam engine, Alfa's own multi-link rear suspension and dramatic Pininfarina styling – need we say more? OK, we will, but only because we like the Alfa so much and it doesn't get the love it deserves. Lauded at launch for its handling and looks, the car still stands up on those counts today, with a chassis that ranks the GTV among one of the best front-wheel drive coupés ever made. The GTV was also far better built than Alfas of the past, and offers the most luxurious interior of our line-up today, with enough leather in most models' interiors to send an Extinction Rebellion activist running for the hills.

WHAT TO AVOID

Though far from rust-prone, age is taking its toll on some GTVs, with the rear of the car generally seeming to fare worse. Check the floorpans, but also the suspension componentry. The rear multi-link arrangement is typically Italian, being only just as strong as it needs to be, so anything more than light surface corrosion is an issue. Check all sides of the suspension, feeling for crustiness in the bits that you can't see, or an expensive MoT failure could be just around the corner. Twin Spark engines are solid if certain eccentricities are kept on top of (the cam belt and tensioner need regular replacement, for example),



Alfa has the best interior of our group, with leather common, giving a premium feel.

and tight packaging can make routine maintenance tiresome. A clutch that bites at the end of its pedal is worth haggling strongly over or walking away from – as is an alternator that shows any signs of being on the way out.

WHY BUY NOW?

The faster V6 and Phase 3 2.0 JTS GTVs are out of our budget, but that's no problem because the former's extra front end weight sacrificed the four-cylinder cars' agility and the latter suffered from a host of engine issues. The Twin Sparks are now too old for mainstream motorists, but this makes now exactly the time for classic fans to pick one up with values already creeping up from rock bottom; one-time £1000 examples are now closer to £1500. There are few other cars you can pick up for that money with a 2.0-litre engine, leather and fewer than 100k miles on the clock, let alone ones that drive as well as the Alfa.

HERE'S ONE WE FOUND 2001 ALFA ROMEO GTV, £1250

127,500 miles, red leather interior, MoT April 2020. Drives well, recent work. Rear arches show light rust. Oxfordshire. **Private Seller, 07876 232135, classiccarsforsale.co.uk**



ALFA ROMEO GTV 2.0 TWIN SPARK ENGINE 1970cc/4-cyl/DOHC **POWER** 148bhp@6200rpm **TORQUE** 138lb ft@4000rpm **MAXIMUM SPEED** 134mph **O-60MPH** 7.9sec **FUEL CONSUMPTION** 28-40mpg **GEARBOX** FWD, five-speed manual **ENGINE OIL** Magnatec 10w40 A3/B4 4.4 litres **GEARBOX OIL** Syntrax Universal 2 litres



WHAT TO PAY
£1-5k

High seating position was the most common criticism of the Clio when it was new, and results in a rather tilted steering wheel, much like a Mini's.

RENAULT CLIO 172/182 (1999-2005)

182 has different bumpers from those on the standard Clio, but non-enthusiasts will still mistake it for a shopping trolley – at least until they see the twin exhausts.

WHY YOU WANT ONE

Ranked among the best hot hatches of all time, and certainly one of the best of its era, the Clio 172 and 182 are among the performance bargains of our times, offering 0-60mph times of just over seven seconds for the sort of money that most drivers put down as deposits. Combining high-specific output VVT engines with a typically brilliant French chassis, the Renault was a staggering hit, with many concluding that not only was it the best hot hatch of its time, but that it was more fun than anything else on sale, including metal ten times its price. While not exactly built like a bank vault, the Clio is

fundamentally reliable, too, so there aren't even massive maintenance bills.

WHAT TO AVOID

The biggest problem with Clio 172/182s is their previous owners. Neglected, modded or tracked cars are common. The twin-cam engine is a reliable unit, but demand evidence of servicing, including the auxiliary belt, which needs replacing twice as often as the cambelt and will take the cambelt with it if it snaps. A particularly abusive owner will also cause the synchros on second and third gears to wear, which you'll pick up as notchiness in the gearchange –

it should be soft and very slightly vague. The cam cover is also known to leak oil thanks to the sealant that Renault used, and it's a big job to sort.

WHY BUY NOW?

You only need to look at the values of VW Golf GTI MkIs or Peugeot 205 GTIs to see how the best hot hatch of each generation can quite quickly rise in value from banger money to five figures. Many enthusiasts ignore the Renault because of its unremarkable appearance, but as the generation that idolised them comes into the money with which to start buying them, there's no doubt

that values will increase as the decade progresses. Now, in short, is the time to fetch one of the good ones. You might not be able to afford one if you wait...

RENAULT CLIO 182 ENGINE 1998cc/4-cyl/DOHC **POWER** 180bhp@6500rpm **TORQUE** 148lb ft@5250rpm **MAXIMUM SPEED** 138mph **O-60MPH** 7.1sec **FUEL CONSUMPTION** 28-35mpg **GEARBOX** FWD, five-speed manual **ENGINE OIL** Magnatec 5w40 C3 5.1 litres **GEARBOX OIL** Syntrax Universal (see manual)



HERE'S ONE WE FOUND 2001 Renaultsport Clio 172 Phase 1 £1468

Recently serviced, five owners from new, 90,000 miles. Partial service history including some previous MoTs. MoT'd until January 2021. **Trade seller, Warrington, Cheshire, 07500 969504**



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HILLMAN AVENGER (1970-81)

WHAT TO PAY £1000-4750

The Avenger's production run straddled almost all of the 1970s but its problem can be summed up in two words: 'Ford' and 'Escort'. While the market continues to chase the blue oval, the Avenger – good looking

and pretty well built, and fitted with decent engines – remains criminally overlooked. They go well, handle well and have plenty of space, but despite their scarcity they're still remarkable value for money. And deliciously rare to boot.

Richard Barnett

Image: Jonathan Jacob.



MAZDA MX-5 MkII (1998-05)

WHAT TO PAY £800-3000

There are so many MX-5s out there that there's a sizeable gulf between what mint and average MkIs (NA) are making, but we haven't seen that happen to the same extent with its NB successor, with even the best rarely making more than £3k. This is down to the sheer number out there and classic fans tending to go for the NAs, so there's plenty of scope for taking your time to find a bargain here.

David Simister



VAUXHALL CAVALIER MkII (1981-88)

WHAT TO PAY £1000-1600

The Cavalier MkII proved to be a huge seller. A huge step forward from the original, the MkII is refined and stable at speed and light and nimble for such a large car. Find a MkII today and you won't regret it – just keep an eye out for rust around sills, jacking joints, wings and wheel arches. Corrosion aside, you do get a lot of car for your money, and if you can get a good CD example then you'll be enjoying the best of the bunch.

James Sadlier

TOYOTA MR2 MkII (1990-99)

WHAT TO PAY £1000-7000

Mid-engined, check. Fantastic handling, check. Pop-up headlamps, check. Yours from as little as £500, absolutely. With a few notable examples – chiefly Mazda's MX-5 – a lot of Japanese sports cars dip below the radar of your average classic car enthusiast and they really shouldn't, especially when in second-generation guise the MR2 offers so much. The UK got the basic 119bhp MR2, plus the 158bhp GT (with or without T-bar roof). People are beginning to cotton on to their appeal – a GT-I 16 sold via Classic Car Auctions in December for £4400 – so now is the time to buy.

Chris Hope

HERE'S ONE WE FOUND

1990 TOYOTA MR2, £6999

Unrestored, low mileage and freshly imported. Both the interior and exterior appear to be flawless.

The Carwarehouse, 01642 048584, thecarwarehouse.co.uk



HILLMAN SUPER MINX (1961-67)

WHAT TO PAY £1500-5000

Following on from the Series Minx cars was the Super Minx – larger, with room for four and handsome transatlantic styling. Today these cars offer fantastic value – the convertibles might be up to twice as expensive as the equivalent saloon, but nonetheless plenty sell for less than £7000. Case in point – the convertible that sold in ACA's January sale for £5512. Mathewsons also sold a saloon last month for £4300.

Chris Hope



RELIANT SCIMITAR SS1 (1984-90)

WHAT TO PAY £600-3000

Printing presses could be kept busy for hours with words praising the MX-5 and the early models creeping up in price, but the Midlands' own small sports car from the same era is still woefully underrated by the wider market. We reckon it's the Michelotti-penned love-it-or-loathe-it styling that puts buyers off, but for a rag-top with dependable engines and grin-inducing handling it's well worth a look for this sort of money.

David Simister



BMW 3 SERIES (E46) (1998-05)

WHAT TO PAY £900-4000

We're not talking the M3 or 330Ci Clubsport, which have been creeping up in price for a while now; the real bargains are to be found in lowlier versions, which you can pick up in decent condition for well under £2k. Values are being held back by the sheer number still out there and the fact they're not widely thought of as classics – which is exactly where the E30-generation models were 15 years ago, and look where they are now...

David Simister



MERCEDES-BENZ SLK (1996-04)

WHAT TO PAY £750-£4000

A Mercedes sports car with a rakish good looks, a choice of supercharged and V6 engines and a folding metal roof years before anyone else used it should make it a bona fide classic, right? Not if current values are to be

believed. Most sell at auction for £2-3k, with a couple sneaking in at well under £1500. The ones coming up for sale most often are the supercharged '230' models, but there are deals to be had on the V6 models (less so the AMG ones) if you're patient.

David Simister

CITROËN BX (1982-94)

WHAT TO PAY £1000-6000

The BX's delightfully boxy styling is very much of its time, which made them almost worthless during their 'banger' period. With 16-valve cars firmly in £5k territory now, however, it's clear that the BX's Gandini-penned lines are finally being appreciated. Less exotic variants, then, won't stay as cheap as they are for long. Even 1360cc cars are entertaining to drive thanks to their lightweight construction, and all feature Citroën's famed hydropneumatic suspension – for far less money than a DS, GS or CX.

Charlie Calderwood



AUDI TT MkI (1998-2006)

WHAT TO PAY £1000-3000

The original TT is one of the most recognisable cars on the road. They are charming and easy to run and have proved reliable over the years. Unleash the TT on a long-distance cruise and you'll not want to drive anything else. MkI prices are starting to increase with the realisation that these are now bona fide classics. Well-maintained examples can still be found at a decent price, but the low-mileage cars are becoming expensive and rare.

James Sadlier



BUYING PRIVATELY

THE INSPECTION

Do your homework – read buying guides, drive several examples and – if you can – bring a club member or marque expert with you. If possible, get the car up on a ramp so you can inspect its underside properly, but if you can't, look for signs of bubbling paint, surface rust, panels that don't line up properly and fluid leaks. Don't underestimate a tired or incomplete cabin, either.

THE TEST DRIVE

Insist on a test drive – you need to be able to check the steering, braking and transmission for yourself, so be prepared to walk away from a vendor who isn't prepared to let you do that. Be sure to drive the car from cold; plenty of sellers take vehicles out beforehand to warm them up before a potential buyer arrives, so let it cool down first. Flick the ignition off and start it up again on a test drive to help discern if there are any issues with the ignition system. On the test drive you're listening for knocks and shudders from the suspension, brakes that pull to either side, grind or lack response, sloppiness in the steering and a clutch or transmission that's notchy, jumps out of gear or is reluctant to engage.

SEAL THE DEAL

Be polite – a courteous 'Can I make you an offer?' is often all that's needed to gauge whether the seller is happy to talk prices. Coming across as rude or dismissive, no matter how many other similarly priced classics you might have already seen, will get you nowhere. Offering to pay in cash can help sweeten the deal, so it can be used as a bargaining chip when you're haggling. Remember to leave your hormones at home, too; it's easy to get caught up in the excitement of buying a new classic car, but get too carried away and the want-one factor will mean you end up paying over the odds.

BMW 316/318 (E30) (1982-91)

WHAT TO PAY £1500-4000

We're looking specifically here at the four-cylinder four-door saloons with automatic transmission – the spec that offers the most value for money. The two-door, six-pot 325i manual may be the ultimate driving machine, but can easily sell for over £25k in Sport guise. A 316i, on the other hand, sold in Mathewsons' Classic Cars sale last month for £3538.

Chris Hope



TRIUMPH MAYFLOWER (1949-53)

WHAT TO PAY £1000-5000

Quirky looks have undoubtedly kept values down and an early Morris Minor is arguably better to drive, but the Mayflower is a decent little car once you've got to grips with the column gear-change and the plodding sidevalve engine. Despite that pedestrian performance the body roll is almost hilarious, but – and it's a big 'but' – it has shedloads of character, and that's no bad thing.

Richard Barnett

FORD CORTINA MkIV/80 2.0 (1976-83)

WHAT TO PAY £1300-8500

The people who were really in charge of whether Ford lived or died wore shiny suits, smoked Player's No.6 and kept sample cases in the boot. The fleet market was everything, so Ford effectively just put a more modern body on top of the old running gear when the Cortina MkIII finally died. The resultant MkIV dominated the sales charts and while the 80 (not 'MkV') was even less of a leap over its predecessor, it only ceded its number one slot during its final year of production. ACA sold a 1981 2.0 GL 80 earlier this year for just over £5400 and a smart Ghia MkIV for a few hundred quid more back in November. Bargains, both.

Mike Le Caplain



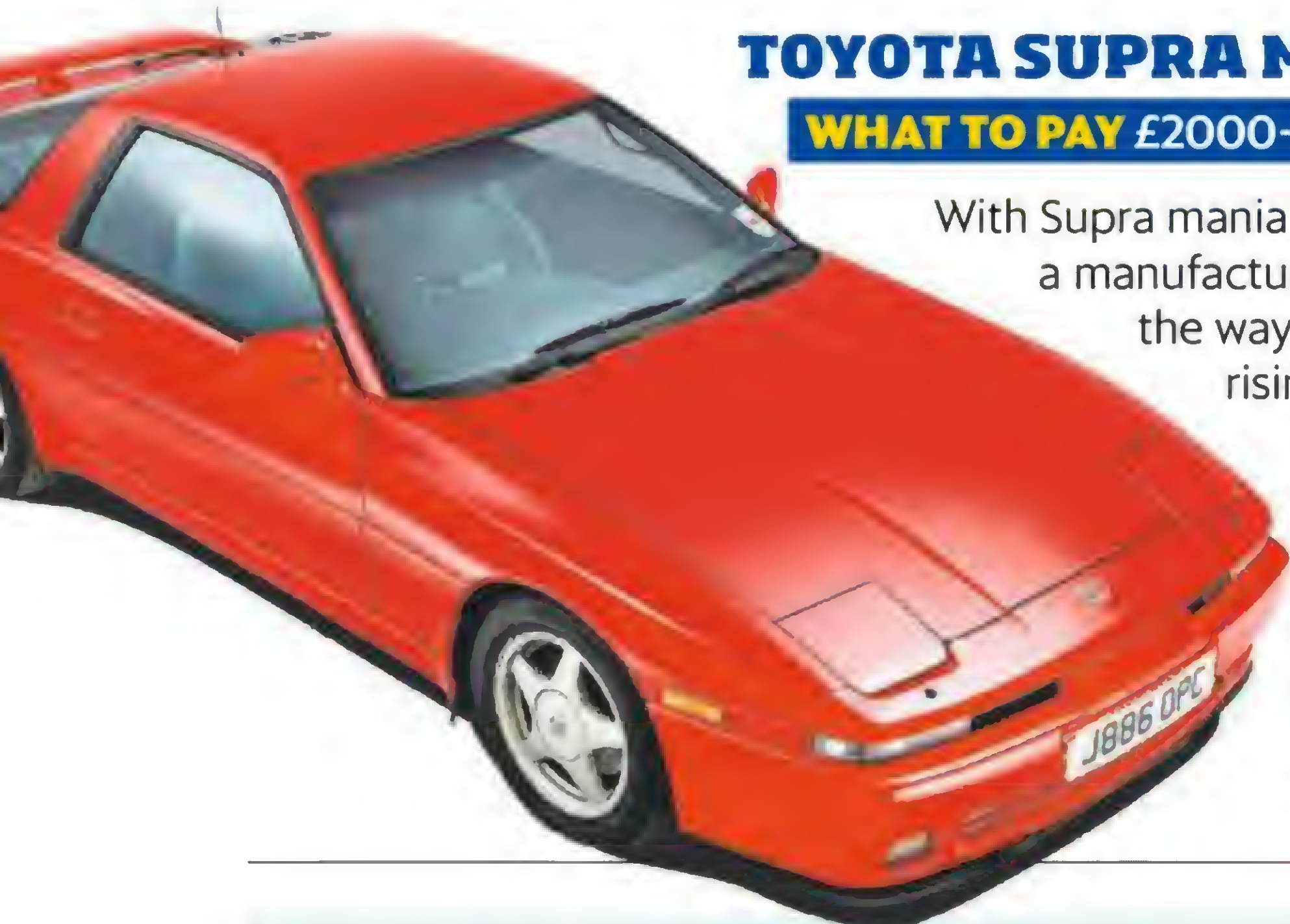
TOYOTA SUPRA MkIII (A70) (1986-93)

WHAT TO PAY £2000-12,000

With Supra mania re-ignited by the divisive MkV and a manufacturer-backed spares programme on the way for the MkIV, prices are slowly rising for the rest of the Supra line.

Budget at least £2700 for a Turbo – achieved by H&H last year for a 1991 car – rising to as much as £12k for an immaculate post-facelift example at Brightwells in March 2019.

Jon Burgess



JAGUAR X-TYPE (2001-09)

WHAT TO PAY £2000-7000

The Jaguar for people who didn't like Jaguars didn't tempt as many people away from BMW and Audi as the Premier Automotive Group wanted – but to dismiss it as 'a posh Mondeo' when fewer than seven per cent of its components are shared is more than a little unfair. Rust-prone sills and plummeting second-hand values have kept leggy examples cheap, but the 2.5- and 3.0-litre all-wheel drive models will keep a contemporary Impreza honest in the bends. The mild-mannered, greatly misunderstood (and front-wheel-drive only) 2.1-litre V6 models remain cheap if you can find them; leggy 2.0- and 2.2-litre diesels with bad fuel pumps can still be had for well under £1000. Low mileage,

post-2008 facelift 2.2-litre oil-burning estates and 3.0-litre wagons remain the most sought-after; the latter is a National Trust Impreza with very little of the stigma. **Jon Burgess**

HERE'S ONE WE FOUND 2009 JAGUAR X-TYPE 2.2 SPORT PREMIUM, £3995

Last-of-the line X-Type with quilted leather – an expensive option at the time. With 104k on the clock, it's got a lot more life left in it.

JAG West London, 07845 600278, jagwestlondon.co.uk



DAIHATSU FOURTRAK (1984-2002)

WHAT TO PAY £1500-6750

There's no reason for Fourtrak values to be as low as they are, but plenty of farmers weren't wrong, and many continue to use them because they are so reliable. They're well put together, powerful and usable, and values will rise – gently – as numbers diminish.

Richard Barnett



VOLVO 740 (1982-92)

WHAT TO PAY £500-3500

All of the determinedly square Volvo estates (240/740/940) have become hot property in recent times and even the normally-aspirated cars are attracting increased attention, with condition trumping mileage. Mathewsons just sold a 112,000-mile 740GLE 2.3 for £3763 – almost double its estimate.

Russ Smith



HONDA PRELUDE MkIV (1991-96)

WHAT TO PAY £1000-4000

That the fourth-gen Prelude broke with the model's history in terms of its styling seems to have held values down, but these are also the best driver's cars of all the Preludes, with better weight distribution than its successor and VTEC power.

Charlie Calderwood



NSU PRINZ 4 (1961-73)

WHAT TO PAY £2000-4500

The Prinz is quite nippy, despite its 598cc twin engine, and offers good handling plus an all-synchro 'box. Yet it is largely overlooked, with just 38 on the DVLA's books. It won't cost a fortune, though – SWVA sold one in its January 2019 sale for just £3000.

Chris Hope

BMW 3 SERIES (E36) (1990-2000)

WHAT TO PAY £1000-7000

With the exception of the M3, the E36 has long been the cheapest 3 Series. Prices are now finally coming up, however, with top-spec 328i coupés already getting pricey, but there are still bargains throughout the range.

Charlie Calderwood





LAND ROVER DISCOVERY (1989-98)

WHAT TO PAY £300-7000

Even Land Rover couldn't have foreseen the Disco's enduring popularity, bridging as it did the gap between the Defender and Range Rover. Collectors switched on to the original some while back, boosting values (though projects can still be had for a few hundred quid), but the smart money, goes on the tweaked post-1994 models, which command rather less. Brightwells' loaded low-mileage V8 auto went for just £6.5k in May 2017.

Mike Le Caplain

MG TF (2002-2005)

WHAT TO PAY £1500-4000

I couldn't believe I could buy this sporty little roadster for under £2000, especially after driving one. Personally, I prefer the MX-5 a little more for the

drive, but for comfort and aesthetics, MG's two-seater wins me over. Once in the driver's seat I was amazed at how simple it felt to control and how quick it feels. The car felt eager to please, and cornering is great fun. Maintenance can be an issue with the

engine being not easy to access. The cylinder head gasket is infamous for failing so it's good to check when it was last replaced. But if you can keep on top of essential jobs then owning MG's final sports car hurrah will be great fun.

James Sadlier



VOLVO 480 (1986-96)

WHAT TO PAY £750-5000

Deranged electrics and pop-up headlights were all part of the charm of Volvo's Dutch-made, Renault-powered front-wheel-drive hatch. Very early cars tend to stay with Volvo collectors; the cheapest models remain the pre-facelift 1.7-litre S and ES models, which can be had for as little as £750, as fetched by Charterhouse recently for a sound 1992 1.7-litre car with just 8000 miles on the clock.

Jon Burgess



HERE'S ONE WE FOUND

1995 VOLVO 480 CELEBRATION, £4995

15,000 miles, 480-car special edition, last of 480 models produced, debugged electronics (including CEM3, as incorporated into post-1990 cars) mean fewer maladies, too.

KGf Classic Cars, 01733 425140, kgfclassiccars.co.uk



JENSEN-HEALEY (1972-76)

WHAT TO PAY £350-9000

A rakish two-seater roadster packing Lotus twin-cam power should have spent its entire life beating off salivating customers with a sharp stick. Challenging styling and industrial unrest soon put paid to that, however, despite the brilliant handling. The best UK auction result for one in recent years was the £9k that H&H managed in April last year.

Mike Le Caplain



VAUXHALL VIVA HC (1970-79)

WHAT TO PAY £1500-3500

The third-gen Viva came in a bewildering number of variants, including the 1.8- and 2.3-litre Magnum, Capri-rivalling Firenza and Firenza Droop-Snoot. The smallest-engined HC saloons (with 1.1- and 1.2-litre OHV 'fours') are the cheapest, but the 1.8-litre OHC should fall within our suggested budget and be a lot more usable and enjoyable to drive.

Chris Hope



VAUXHALL CALIBRA (1989-97)

WHAT TO PAY £1200-5500

The Calibra's handsome styling helped to bolster sales in the face of third-gen Cavalier underpinnings that were hardly the stuff of driving dreams, even in Turbo, 4x4 and V6 guises. However, that means that prices are jaw-droppingly low today; Bonhams MPH sold a mint, low-mileage 1996 Turbo 4x4 on 26 November last year for just £5400.

Mike Le Caplain



JAGUAR XJ6 (X300) (1994-97)

WHAT TO PAY £1500-7500

The X300 is essentially a comprehensive rethink of the previous XJ40 and was the first XJ built under Ford ownership. Ford brought with it big investment and much improved build quality, but X300s are still *really* cheap, despite being quite rare (they were only made for four years). And I ought to know, because I've just invested my own money in a '97 3.2 Sport...

Mike Le Caplain

BMC 1100/1300 (1963-74)

WHAT TO PAY £2500-6000

If we said we could show you a more comfortable, slightly larger Mini, wouldn't you be interested? 1300s in particular are fantastic to drive, yet only the Vanden Plas models have

seen much in the way of price rises in the past decade. A sound, low-mileage Austin 1300 fetched just £3,498 at ACA's November 2019 sale, proving excellent examples with good spec can still be found for well under £5k.

Charlie Calderwood



SAAB 900 (1978-93)

WHAT TO PAY £650-9000

Values have risen by up to 40 per cent in the last year. The best Turbos are close to five figures – ACA sold a rare Carlsson for £14,200 last August – though good non-turbos are rising fastest at the moment. CCA got £4662 for a 72,600-mile 900i back in June and cars like that will soon top the £5k mark.

Russ Smith

TRIUMPH TOLEDO (1970-76)

WHAT TO PAY £1000-5000

Dolly Sprint aside, most Triumph saloons descended from the 1300 offer a lot of fun for the money and the Toledo is one of the best of the lot; even smart examples rarely make more than £4k at auction – ACA sold a runner last August for just £925.

David Simister



BUYING AT AUCTION

STICK TO A BUDGET

It's all too easy for newcomers to end up in a bidding frenzy and end up paying more than they intended. Always set a budget, but with the caveat of adjusting that budget up or down depending on the car's condition. Never go above your limit and if you think you might, take a friend along to tell you to stop.

UNDERSTAND THE FEES BEFOREHAND

The car is yours as soon as the hammer falls – the next thing to do is pay. Most auctioneers will accept a credit or debit card up to £7500, or you can pay with cash. When you pay, on top the hammer price (what the car made from the bidding) you will have to pay a buyer's commission, which varies between auctioneers but can be from six to 15 per cent, and the buyer's commission is subject to 20 per cent VAT. Bear these extra sums in mind when you're working your budget out.

HOW TO BID

The traditional way to put in a bid is to register beforehand – and you'll usually need to buy a copy of the auctioneer's catalogue in order to enter a sale. However, the beauty of the internet means that remote bidding is far easier than it used to be, and an increasing number of people are buying a car without actually seeing it. Being able to see pictures on the auctioneer's website helps matters considerably but, if you can't make it, contact the auctioneer for a walk-around description. It might not be as good as being there, but it's better than nothing. Remote bidding means either being on the telephone while the car's going under the hammer, or bidding online. Some bidders prefer internet bidding to using the telephone – others prefer the telephone because it's more immediate and you're closer to the action. Remember that with online bidding there is an extra fee in addition to the buyer's premium.

HERE'S ONE WE FOUND

1996 VAUXHALL CALIBRA SE5 2.0 8V, £3250

Lowly engine, but desirable spec (including heated leather seats), 66k miles and huge history.

Private Seller, 07807 081829, classiccarsforsale.co.uk



HERE'S ONE WE FOUND

1997 JAGUAR XJ6 3.2 EXECUTIVE, £5950

Cossetted low-mileage run-out model with massive spec and excellent history.

Private Seller, 07798 698226, classiccarsforsale.co.uk



HERE'S ONE WE FOUND

1976 TRIUMPH TOLEDO, £4995

Described as being excellent, with five new tyres and electronic ignition.

Orchard Classics, 01243 624025, orchardclassics.co.uk



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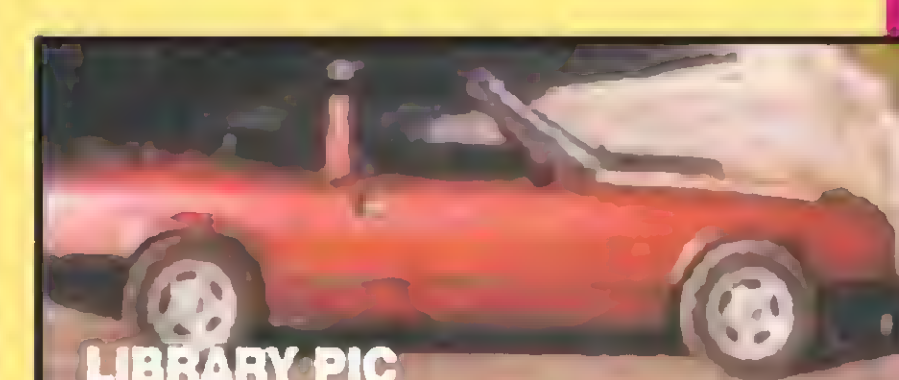
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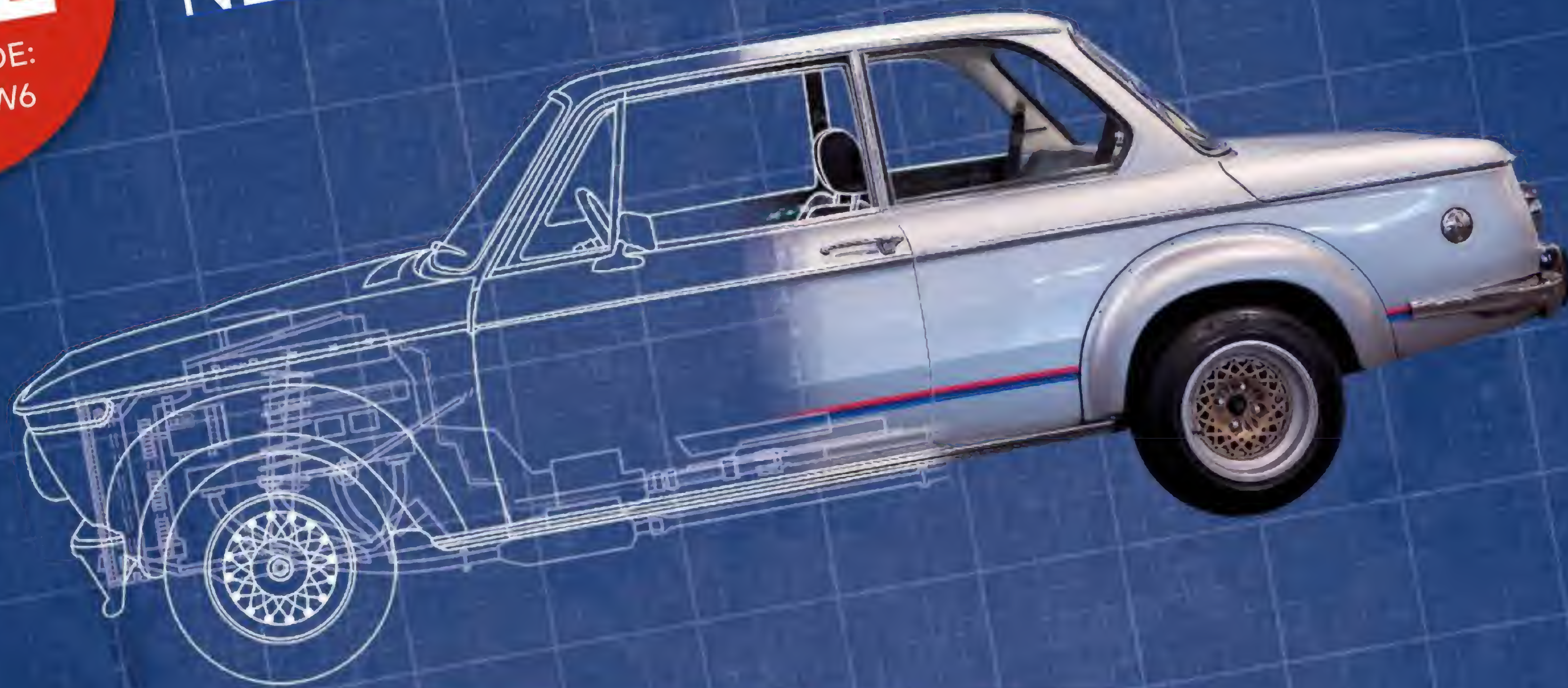
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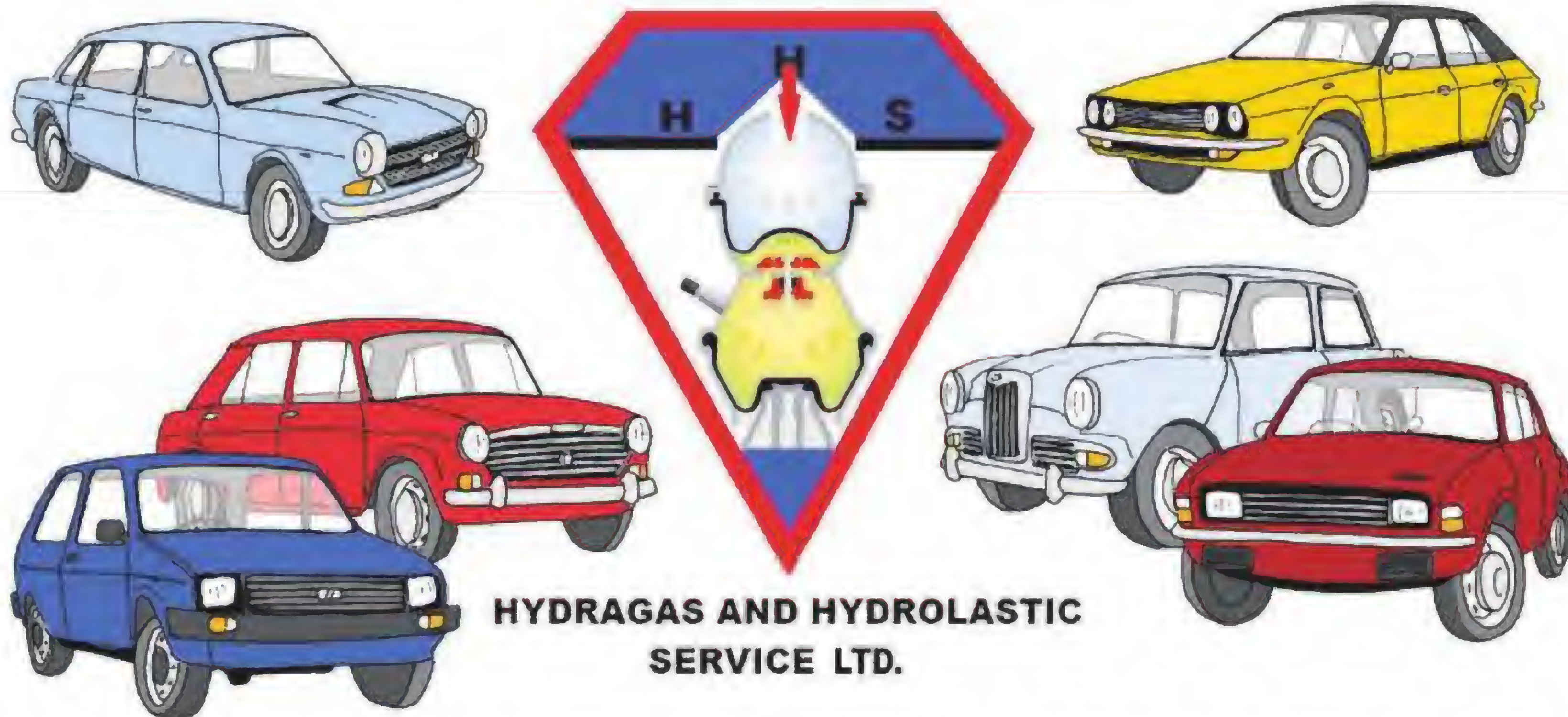
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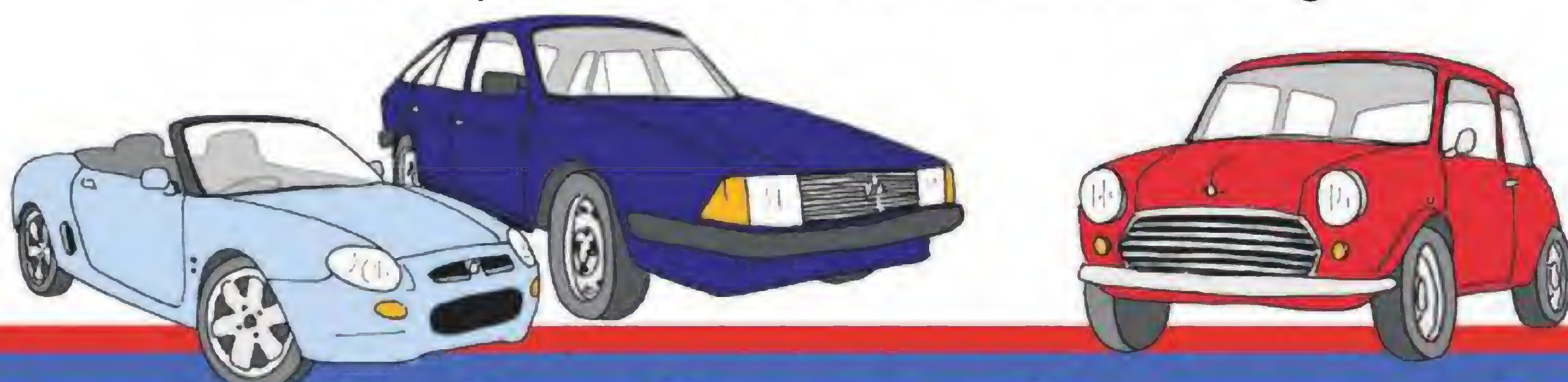
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BUYING GUIDE

£2k TEUTONIC TUSSLE

German hatchbacks don't get much more fun – or affordable – than this

Things became rather tricky for Volkswagen during the early Nineties, having single-handedly founded the hot hatch concept with the original Golf GTI in the Seventies and then cemented its place in drivers' affections with the MkII during the Eighties.

The market had become crowded by the time the third-generation GTI arrived in the early Nineties and almost every global manufacturer had its own hot hatch – case in point, BMW of all marques, attempting to muscle in on this lucrative sector with its 3 Series Compact.

Uncompromising competition served to highlight that the Golf GTI MkIII was a little underwhelming, largely as a result of VW's decision to produce a more grown-up hot hatch that was bigger and safer but also a bit slower than many had hoped.

Likewise, not everyone was a fan of the 3 Series Compact's abrupt rear styling, meaning that most traditional BMW enthusiasts stuck to the saloons and coupés.

Today they remain under-the-radar Nineties classics and as such offer stupendous value for money

while at the same time – and just as importantly – being great fun to drive.

Starting with the BMW, the UK never got the six-cylinder 323Ti that was offered in other markets, but you'll easily get a four-pot 316Ti or 318Ti with a budget of £2000 or less, with or without a manual gearbox.

There's also a hierarchy within the Golf GTI stable, with prices of models today mirroring their positioning in the pecking order. A VR6 is over

budget, though you might get lucky and find a GTI 16v for less than £2000. An eight-valver is a dead cert.

Which of our overlooked pair you go for depends on your own preference – CCW's Events Editor Charlie Calderwood opted for the BMW, but for some only a Golf GTI will do.

WORDS Chris Randall and Chris Hope
PHOTOGRAPHY Laurens Parsons



HAS IT BEEN CRASHED?

The MkIII is prone to rust, especially around the lower part of the front wings where they meet the sills. Also check the sills themselves, the door bottoms, tailgate and around the windscreen. Plastic wheel arch mouldings can hide rot, and it can also appear around the sunroof. The water-based paint wasn't all that durable, so look for evidence of a respray. Check the history for signs of previous accident damage; walk away from anything with ripples in the front inner wings or boot floor.

CHECK THE ABS IS WORKING

Replacing worn front strut top mounts and rear axle bushes isn't a deal-breaker, but we'd recommend using Powerflex's polyurethane items – a complete front and rear kit is around £240. Brakes can suffer from seized rear calipers and ABS problems can get expensive if a new pump or ECU is needed; specialists can overhaul them, but make sure that the warning light comes on and goes out correctly. Check the PAS rack and pump for fluid leaks and listen for droning rear wheel bearings.

DOES IT RATTLE AT LOW REVS?

Engine management woes or (on 16-valves) failing coil packs cause a smoky exhaust and poor running. A fresh cambelt every 40k miles is recommended. The VR6 engine suffers from oil leaks and there's the risk of cylinder head gasket failure. Timing chains need renewing every 80k miles – this gearbox out job can result in a four-figure bill; a rattle at low revs is the giveaway. VR6s need a healthy cooling system, so proper coolant strength is vital to prevent corrosion of the alloy cylinder heads.

CHECK ANY MODIFICATIONS

The GTI 16v and VR6 respond well to having a freer breathing exhaust and intake (£600). The R32 MkIV's 3.2-litre V6 will drop straight into a MkIII and is more powerful and less prone to corrosion than the MkIII's 2.8 – budget £1500. In addition, the Golf MkIV's larger front brake discs will fit MkIIIs fitted with 16-inch wheels with only very minor modifications. Fancy lower suspension? We'd recommend KW's coilover kit – £700-1300, depending on the level of adjustability needed.

CLUBS AND SPECIALISTS

The Volkswagen Owners' Club GB.
vwocgb.com

Volkswagen Owners' Club UK.
vwownersclub.com

Club GTI. clubgti.com

AD autotechnik, Surrey. 01342 837083,
adautotechnik.co.uk

Awesome GTI, Manchester.
0161 776 0777, awesomegti.com

VW Heritage, West Sussex.
01273 444000, vwheritage.com

VAG Repairs and Tuning, Bucks.
01753 655271

BMW Car Club. 01970 267989,
bmwcarclubgb.uk

Munich Legends, East Sussex.
01825 740456, munichlegends.co.uk

Autobahn Services, Hertfordshire.
01923 718907, autobahnservices.co.uk

Thorney Motorsport, Northants. 01280
850102, thorneymotorsport.co.uk

CA Technologies International.
01202 822792, ca-automotive.co.uk



Cabins are solidly built, if hardly the last word in style.



VOLKSWAGEN GOLF GTI MkIII (1992-97) BMW 3 SERIES COMPACT E36 (1993-2000)



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Call us for a quote



(VOLKSWAGEN GOLF GTI MkIII)

PRICE WATCH

Concours	£6000+
Good	£2500-5000
Usable	£900-2250
Project	£250-750

SPECIFICATIONS

Engine	1984cc/4-cyl/OHC
Power	115bhp@5400rpm
Torque	122lb ft@3200rpm
Top speed	123mph
0-60mph	9.8sec
Fuel consumption	32-36mpg
Transmission	FWD, five-speed manual

VOLKSWAGEN GOLF GTIs FOR SALE classiccarsforsale.co.uk

1996 VOLKSWAGEN GOLF GTI 8v, £7290

Strong asking price is down to low mileage and one former owner. Said to be immaculate inside and out. Norfolk

■ Prasca Limited, 07771 313369, prascalimited.com



(BMW 3 SERIES COMPACT)

PRICE WATCH

Concours	£6000+
Good	£3000-5000
Usable	£1250-2750
Project	£500-1000

SPECIFICATIONS

Engine	1796cc/4-cyl/DOHC
Power	140bhp@6000rpm
Torque	133lb ft@4300rpm
Top speed	130mph
0-60mph	10.8sec
Fuel consumption	33-37mpg
Transmission	RWD, five-speed manual or four-speed automatic

BMW 3 SERIES COMPACTS FOR SALE classiccarsforsale.co.uk



1998 BMW E36 316Ti, £2900

85,000 miles recorded, new exhaust and five tyres. Everything is said to work and apparently there's no rust anywhere on the car. London

■ Private seller, 07946 828783, classiccarsforsale.co.uk

CHECK INSIDE FOR LEAKS

Scrutinise the electrics after checking the seats and controls for wear. Faulty windows, sunroof, alarm and air conditioning aren't uncommon – and, in the case of the latter, is expensive to rectify so do ensure that it works. Lift the carpets and check for damp – this can enter the cabin as a result of failed screen seals. Likewise, ensure that water hasn't been leaking into the boot. Finally, make sure that the headlining isn't sagging – and remember that the dashboard is unique to the Compact.

GIVE THE ENGINE SOME TLC

Unlike the M40 four-cylinder engines fitted to early examples of the E36 saloons, which had timing belts, the M43 engines in the Compact had chains – so no worries about bent valves. It is, though, a good idea to treat engines to annual oil and coolant changes to prevent premature wear and overheating. A long cranking time is likely a result of a faulty fuel tank lifter pump. Gearboxes generally last well, but the propshaft coupling often needs replacing. Budget £150 fitted.

BEAT THE GROT

Watch for corrosion afflicting the edges of the front wings, plus the front and rear wheelarches. Also check that bubbling around the edges of the plastic body trim isn't a sign of more serious rot beneath. Rust can affect both ends of the sills, plus the front sections of the floorpan and the jacking points. Examine the shell for signs of accident damage; even smart-looking examples can hide all manner of crash and theft-related skulduggery.

WHAT TWEAKS DOES IT HAVE?

With the M3 acting as the halo car for the E36-gen 3 Series, there are quite a few options available if you're looking to make modifications. It's generally agreed that the E36 needed a stiffer front end, so installing an under-engine X-brace, as fitted to convertible E36s, is a great idea. The E36 straddled the era when air conditioning became standard, so while many early cars don't have it, the parts needed to equip your car with air-con are plentiful and cheap. It's a surprising number of bits, however.

INSURANCE QUOTE

1997 BMW 318Ti, worth £2750.

Standard quote: £201.89 or £219.89 with agreed value. Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL.

1994 Volkswagen Golf GTI 16v worth £3250. **Standard quote: £81.05 or £99.05 with agreed value.** Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL.

Disclaimer: Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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High-spec interiors are well made, but not immune to electrical issues.





MERCEDES-BENZ CL (C215) (1998-2006)

WHAT TO PAY £2000-20,000

Following on from the C140, the C215 gained in looks but arguably lost in quality – something that, due to its complexity, puts off many who might otherwise be tempted by this handsome two-door. Airmatic suspension and Active Body Control systems can cause problems, but for the determined (or should that be brave?) they can be immensely rewarding to own.

Richard Barnett



GILBERN INVADER (1969-74)

WHAT TO PAY £3000-6500

All too often, classics don't enjoy popularity for one reason – 'enthusiasts' haven't heard of them. Most know what a Reliant Scimitar is, but fewer will know what an Invader is. But look at it as a junior Bristol and not only does it make

sense, it offers great value. The Invader's looks might not appeal to everyone, and the Gilbern name lacks bragging rights for some. But it's those 'experts' who are missing out.

Richard Barnett

RILEY 1.5/WOLSELEY 1500 (1957-65)

WHAT TO PAY £2500-15,000

The plusher, Minor-derived Riley 1.5 and Wolseley 1500 have seen slight value rises in the past few years but they're still nowhere near the sums paid for Farina models or Morris Minors in excellent order, for that matter. To an extent both Riley and Wolseley models fall between two camps – not as 'everyman' as a Minor

but not as well equipped as some of the larger BMC models. Size might also play a part in that, but while Riley Elfs and Wolseley Hornets continue their popularity growth, the 1.5 and 1500 trail behind. There's no denying just how strong a following any BMC model generates but these two haven't yet grabbed the imagination as much as the Mini- and Farina-based models, which is a pity. Good for buyers, though.

Richard Barnett



HERE'S ONE WE FOUND 1959 WOLSELEY, 1500

£3400

Earlier example with recent interior work and used regularly. Described as a good, solid car.

Private seller, 07711 063385, classiccarsforsale.co.uk



MITSUBISHI 3000GT (1990-2000)

WHAT TO PAY £3000-10,000

Four-wheel-drive, four-wheel-steering, a brace of turbochargers and a sonorous three-litre V6 – and yet the 3000GT can still be snapped up for a fraction of what a similar condition 968, RX-7 or Supra

fetches. We reckon that the market's lukewarm attitude to the 3000GT and a steady supply of its JDM cousin, the GTO, are what's keeping values down, but that means that you get a lot of car for the money – all the ones we've seen for sale lately are well below the £10k mark.

David Simister



NISSAN 300ZX Z32 (1990-96)

WHAT TO PAY £3500-12,000

The 300ZX Z32 may have been a serious GT challenger to the Porsche 944/968 but the contemporary market never really wanted to pay Porsche money for a GT with a Nissan badge, regardless of how good it was. UK sales were infrequent, but at least as many grey import Fairlady Zs, with different spec to UK 300ZXs, are now in the country. All UK cars were twin turbos; naturally-aspirated Fairlady's normally start at less than their British equivalent, especially autos. Reckon on around £3500 for a rough Fairlady and £10,000+ for an excellent 300ZX TT.

Jon Burgess

VANDEN PLAS 4-LITRE R (1964-68)

WHAT TO PAY £3000-9000

The intention and execution were good, but somehow the 4-litre R just didn't cut the mustard in still socially cleaved 1960s Britain. Buyers could

see that this wasn't a Rolls-Royce or Bentley, despite the attractive looks and cossetting interior, and prudent toffs often opted for a Rover 3-litre saloon instead. The result? Not many sold, but today's rarity has yet to translate into stratospheric values.

Richard Barnett



RANGE ROVER (1970-95)

WHAT TO PAY £4000-15,000

We've talked before about the second-generation P38a models being around for sub-£1500 prices, but it's also worth bearing in mind that you can still snap up a Classic-shape model for less than some armchair pundits would have you believe. Unless you want a really early car or an immaculate example, you can still get two-doors for less than £10,000 if you're patient – Charterhouse sold one for £4000 last July, while Mathewsons hammered another away for £4838 the same month. The choice is even wider with four-doors, but take sellers asking the earth for them with a pinch of salt.

David Simister



TVR WEDGES (1980-91)

WHAT TO PAY £3500-£10,000

You're unlikely to land a 420 SEAC at bargain prices, but shop around and there are still plenty of temptingly-priced 'Wedge' TVRs out there. The earlier Tasmins, in particular, can still be snapped up for well below £5000 –

Charterhouse sold a V6-engined 1981 convertible for £3600 last year, and if you insist on TVRs having V8 muscle then it's worth bearing in mind that Mathewsons hammered away a 350i convertible for £4838 last year. They're half the price of what a decent Chimaera costs... and a lot rarer.

David Simister

SE5/5a models, are starting to creep up as more people cotton on to how undervalued they've been for years, but there are still plenty of bargains to be had on the later variants. You can still

RELIANT SCIMITAR GTE (1968-86)

WHAT TO PAY £3000-14,000

I'll have to declare an interest here; I bought an SE6a last year and love it to bits. Prices, particularly for the earlier



HUMBER SUPER SNIPE I-VA (1945-52)

WHAT TO PAY £2500-9000

Big and comfortable with a hint of 1955 Chevrolet about it, there's much to like about the Snipe and its plusher Super Snipe sibling. But Rootes Group cars remain the preserve of the informed and not the easily led. Perhaps it's to do with those looks, or the fact that they haven't received as much media exposure over the years as contemporary rivals.

Richard Barnett



AUSTIN 3-LITRE (1967-71)

WHAT TO PAY £3000-6500

A brave, but ultimately futile attempt to move the Austin name more upmarket, and frighteningly small sales showed that the British public could see through the BL social-climbing hype. By the late-1970s many were already in scrapyards,

but today British enthusiasts like an underdog and this car definitely deserves that moniker. Undervalued today because it's still misunderstood – and plenty of people don't know what it is.

Richard Barnett



Image: Laurens Parsons.

HERE'S ONE WE FOUND 1972 RELIANT SCIMITAR GTE, £7950

The seller claims that 'virtually everything has been replaced, reconditioned or rebuilt' on this car.

**Private seller, 07731 301943,
classiccarsforsale.co.uk**



CCW'S BUYING TIPS: WHERE TO FIND CLASSICS

ON THE INTERNET

There are plenty of places where you can find classics being advertised for sale online – and we'd recommend our sister site Classic Cars For Sale (classiccarsforsale.co.uk) as a great starting point. The advantage with online listings is that you can look through a

detailed description and a set of photographs without even leaving the comfort of your own house – but do your homework first and avoid cars wearing suspiciously low prices that are too good to be true, because there are plenty of scammers out there, too.

AT A CAR SHOW

This can be a great way of seeing the latest classics being offered. Not only do plenty of dealers set up stands at shows across the UK, but many shows also have a section dedicated to cars being sold privately. The prices for the latter in particular often throw up some good deals, but

be aware that you might not necessarily be able to drive the car during the show itself – it's worth asking the seller if they're happy for you to view (and test drive it) at a later date. Check out the public car parks; often visitors use these as a shop window for their cars, too.

RIGHT HERE IN CCW!

Don't forget to flick through our classifieds ads pages every week because they're packed with tempting deals on classics that are being sold across the UK. This is where you'll be able to find the latest bargains – from sub-£1k buys like Rover Metros and Ford Probes, to freshly

restored Austin-Healeys and Jaguar E-types, not to mention more exotic-still modern classics – and we always have a weekly set of reviews – *Chasing Cars* – see pages 81-87 of this issue – where our experts have driven and examined classic cars that are currently for sale.

100 UNDERVALUED & UNDERRATED CLASSICS

VOLKSWAGEN SCIROCCO MkII (1981-92)

WHAT TO PAY £2500-6000

Only a legendary car like the Golf GTI could continually eclipse the values of an identical driving and arguably better-looking coupé like the Scirocco. For whatever reason, Sciroccos have always been cheaper than equivalent Golfs – but that market oddity can be your gain, allowing you a lower, lighter and cheaper entry into the GTI driving experience, all with DeLorean-aping looks. Values have been picking up recently, but only as MkII Golf values have been doing the same. It's worth waiting for a fuel-injected car to come along, though; they don't cost much more and are faster, more reliable and more economical.

Charlie Calderwood

HERE'S ONE WE FOUND

1988 VOLKSWAGEN SCIROCCO GTX, £2650

170,000 miles, MoT May 2020. Runs and drives well, bodywork is good but has a few marks.

Private Seller, 07710 055038, classiccarsforsale.co.uk



ALFA ROMEO 1750/2000 BERLINA (1968-77)

WHAT TO PAY £4500-10,000

So underappreciated that they are often confused for the similar-looking Giulia saloons, the 1750/2000 Berlina's offer one of the best-value tickets into classic Alfa ownership. They are drastically cheaper than an equivalent Giulia coupé,

but too many buyers are put off by the Berlina's extra doors which, while of course adding some weight, still do not make them heavy cars; they weigh in at just over a ton. A 2000 Berlina was last sold at auction in the UK – at Brightwells in September 2018 – for £6050, showing just how rare, but also good value, these cars are. **Charlie Calderwood**

SUZUKI CAPPUCCINO (1991-98)

WHAT TO PAY £3000-6000

Japan's Kei cars have always been treated with suspicion on the rare occasions that they have made their way to Britain – their tiny size and tiny engines can't make for a proper sports car, surely? Detractors would do well to remember however, that the Cappuccino's power output is the same as that of a Mini Cooper and it weighs only marginally more. Prices have started to go up recently thanks to demand from the US now that they have reached the magic 25-

year mark, but they are still the cheapest of the 1990s Kei sports cars. A clean example with 50,000 miles on the clock sold for £4408 at Mathewsons' March 2019 sale, proving that those who can ignore the small power figure can pick up a Cappuccino for MX-5 MkI money, and have a car that drives even better, being much closer to the feel of the Lotus Elans and MG Midgets that inspired the ubiquitous Mazda.

Charlie Calderwood



HERE'S ONE WE FOUND

1994 SUZUKI CAPPUCCINO, £5000

Very good condition, two owners, 13,800 miles, air conditioning, rare silver car **Private Seller, 01452 862968, classiccarsforsale.co.uk**

CCW'S BUYING TIPS: HOW TO AVOID SCAMS

SOMETHING'S OFF...

Beware the classic car with the suspiciously low price – the world of bargain-priced classics is also prime hunting ground for scammers looking to take advantage of naïve buyers.

Your best protection is doing your homework beforehand and making sure that you're familiar with the values of the particular model you're after – you'll still find Triumph TR7s languishing

in sub-£5k territory but a pristine TR6 being hawked for about the same money should immediately ring alarm bells...

We keep a very close eye on our classified ads to weed out scammers before they make it into print – but do get in touch with us immediately if you come across one. It could prevent a fellow classic fan from losing a small fortune.

WHY CAN'T I SEE THE CAR?

We've heard plenty of tales of sellers who are happy to give you tempting-sounding details over the phone or by email, but who are less forthcoming about letting you actually see the car. This is something that's particularly prevalent in online auctions, where fake sellers take the images and descriptions of genuine cars and relist them. Be wary of 'too good to be true'

listings from sellers with a new account; you might find that the account and the listing are swiftly deleted.

Other things to watch out for are sellers insisting on a deposit being paid up front before you're allowed to view the car, or wanting to do the deal in car parks, laybys or motorway service areas despite supposedly living nearby.

WHAT TO DO IF YOU ARE SCAMMED

The key here is to keep a record of how the car was described by the seller and to make any complaints about it not being as described in writing. Simply saying 'sold as seen' isn't necessarily enough to protect a seller if a classic isn't as advertised. Should you buy a restored classic for half the typical restoration cost, it may be argued that you could not expect

it to be in A1 condition (unless the car was advertised as such) and a reasonable person should expect to budget for repair work other than routine maintenance.

However, should you find that the car was dangerous and unroadworthy within a very short period of ownership, and zero defects are disclosed in the advert, you would likely have a much stronger case.



TRIUMPH DOLOMITE 1500 & 1850 (1972-80)

WHAT TO PAY £3000-5000

The hype surrounding the Dolomite Sprint unfairly draws attention away from the Dolomite 1500 and 1850, which are enjoyable sporting saloons in their own right and are less of a headache to maintain, too. The 1500HL and 1850HL in particular offer 99 per cent of the Sprint's good looks and driving experience for far less money. Despite their age and rarity, these Dolomites still aren't worth much, with a good, but not immaculate 1850HL fetching £3360 at Brightwells' September 2019 auction.

Charlie Calderwood

FORD CAPRI MkIII 1.6-2.0 (1974-86)

WHAT TO PAY £3000-8000

Four-cylinder Capris have always been hit with the 'sheep in wolf's clothing'

criticism, but as long as you're paying a fair bit less than you would for the faster versions, what's wrong with that? Cortinas don't get the same stick, and a Cortina in an awesome-looking coupé body sounds a great idea to

us. The 2.0 in particular offers enough performance to at least keep you entertained, helped in no small part by the Capri's delightfully old-fashioned handling. Underrated because of most buyers' V6 obsession, a four-cylinder

Capri is well worth the money if you appreciate it for what it is, not what other models are. Oh, and it's easy to make them go a bit faster too, if you do decide that you'd like a bit more poke.

Charlie Calderwood

HERE'S ONE WE FOUND 1978 FORD CAPRI, £6000

Nearly finished restoration including respray, 1.6-litre Pinto, mileage unknown.

Private Seller, 07971 278096, classiccarsforsale.co.uk



LOTUS EXCEL (1982-92)

WHAT TO PAY £3500-10,000

Lightweight, world-class handling and fiery twin-cam engine? It's hard to understand why Excels aren't worth more, particularly considering the pretty car that Lotus managed to make out of the slightly awkward Eclat. The mid-engined Esprit is the elephant in the room of course, sucking up the big money for

wedgy Lotuses, but it is a shame that the Excel gets overlooked as a result. Like many Lotuses, the car ends up in the 'wouldn't touch it with a barge pole' pile for many enthusiasts because of fear of unreliability. While it is no Toyota Corolla, it does come with some Toyota bits thanks to Hethel's association with the Japanese giant in the 1980s – including the gearbox and the pop-up headlamps.

Charlie Calderwood



RELIANT SCIMITAR GTC (1980-85)

WHAT TO PAY £3000-9000

Triumph Stag production had ended by the time Reliant's similar T-bar Targa-roofed GTC hit the showrooms (sadly, for Tamworth's marque, right in the middle of a recession). With Ford Cologne power it, much like its GTE stablemates, should be a lot more popular than it is in reality – try finding a Stag for the price we're suggesting here! One sold for £5280 in Barons July 2019 Summer Classic sale – that really is incredible value.

Chris Hope



FORD FOCUS ST170 (2002-05)

WHAT TO PAY £200-6000

Remember when you could pick up Escort XR3is for a fraction of what they cost today? That's the territory the ST170 treads today – the classic market's already pushing up Focus RS prices, but you can still pick up decent examples of its more understated ST sibling for well under £3000. For that you get excellent handling and 171bhp, but if anything, its restrained looks count against it here.

David Simister



AUSTIN-HEALEY SPRITE MkII-IV (1961-71)

WHAT TO PAY £4000-7500

There's more to a classic sports car than what its bonnet looks like and while there's no arguing with the fact that the earliest version of the Sprite, with its 'Frogeye' front, is one of Britain's most beloved roadsters, today it costs more than twice as much as any of the Sprites that followed. Proving this point is the fact that Mathewsons sold a 1969 MkIV Sprite in its December 2019 sale for £3978 while Brightwells sold a 'Frogeye' for a very reasonable £10,976 a month earlier – it's by no means unusual to see them sell for over £20,000. You get a lot more practicality at the expense of those characterful looks, though, and in the case of the MkIV, the 1275cc A-series engine. It's a no-brainer for us – the Sixties Sprites are unquestionably the ones to buy.

Chris Hope



HERE'S ONE WE FOUND 1965 AUSTIN-HEALEY SPRITE MkIII, £6600

Subject to major rebuild, including new wings and floors, plus clutch and braking system. Total exterior respray in British Racing Green.

Christopher Oliver Austin 7 Motor Cars, 0191 723 0124

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CASH-FREE CLASSICS

TRIUMPH TR7 (1974-81)

The TR7 may be less adored than earlier TRs, but even the very best are still very affordable

Dismissing the TR7 for its awkward rear styling or 'mere' four-cylinder engine is to do this highly under-appreciated classic a great injustice. The TR7 isn't the only bargain sub-£5k sporting classic around, but it's certainly one of the most striking. It's also highly usable without running the risk of spoiling its residual value. It is, in short, a great cash-free classic.

It oozes a different sort of character from its hallowed predecessors from behind the

wheel, but there's plenty of it, and those earlier TRs will cost you many thousands more.

You get a deeply stylish and snug-fitting interior, perfect for cossetting you and your lucky passenger during weekends away. But the even better news is that not much money can buy you something that's really been cared for. TR7s often excite deep devotion from their owners, perhaps because of their underdog status. This trumps any concerns you might have about build quality because any niggles arising from

manufacturing flaws will have been ironed out by now and later cars fared better on that front anyway.

Despite values picking up a little, roadworthy examples can still be had less than £3k, but they are likely to need fairly steep expenditure. Given that even a clean example with thousands spent on it might only cost £6k, there's little to be gained from scrimping. The route to a proper 'cash-free' TR7, then, is definitely to buy the best that you can afford.

Theo Ford-Sagers

WHAT TO PAY
£2-8k



CHECK THE ENGINE'S HEALTH

Warping of the aluminium cylinder head is a primary concern, so coolant condition should be inspected; signs of oil/coolant contamination are a serious matter. Engine swaps are popular, including Dolomite units and Rover V8s; judge each on its own merits.

HOW'S THE TRANSMISSION?

The 1978-on five-speed 'box is stronger than the earlier four-speed, which can jump out of gear on the overrun. Hard acceleration can cause the five-speed to rattle if its low on oil and a sticky clutch is a sure sign of under use – what else might you need to recommission it?

CHECK CAREFULLY FOR RUST

Wings and inner arches suffer, as do the headlamp pods. The inner and outer sills are also notorious. Rust around the windscreen is very expensive to restore, so avoid. Rear suspension arm mounts accumulate dirt, so these need checking for structural rot, too.

HOW'S THE HEADLINING?

Cars with a Webesto roof have wooden frames that rot easily and repairs are costly, so a TR7 with a stained headlining is unlikely to be 'cash-free'. Watch out for water leaks from dropheads or sunroofs; they'll invisibly rot floors and wiring, so be very cautious if you find damp.

HAS IT BEEN LAID UP?

Many are laid up for winter, so there's a risk of brakes seizing. Steering vibration at speed can be tricky to diagnose, so assess it on your test drive. Suspension issues aren't common, but there are plenty of upgrade kits, so quiz the seller about what's been fitted.

ENGINE 1998cc/4-cyl/OHV **POWER** 105bhp@5500rpm **TORQUE** 119lb ft@3500rpm **MAXIMUM SPEED** 109mph **0-60MPH** 9.1sec **FUEL CONSUMPTION** 24-30mpg **GEARBOX** RWD, five-speed manual

THREE WE'VE SEEN THIS WEEK



1980 TRIUMPH TR7 £5950 ONO

Convertible in a lovely colour. Condition appears superb. Mostly original, sills and suspension tower welded by a specialist. 95,000 miles. **BUY IT FROM** Private seller, 07849 844209, classiccarsforsale.co.uk



1982 TRIUMPH TR7 'SPRINT' £4500

Reversing camera, MX-5 seats and electric PAS will upset purists, but might attract a premium from the right buyer. Dolly Sprint 16v engine, too. **BUY IT FROM** AH Classic Cars, 07761 549454, ah-classic-cars.co.uk



1980 TRIUMPH TR7 £3000

'Good condition' DHC that 'only comes out in the dry'. No MoT advisories. Remarkably cheap, unless there are undisclosed issues. **BUY IT FROM** Private seller, 07858 208872, classiccarsforsale.co.uk

WHAT WE RECKON



RUSS SMITH CONTRIBUTOR

'Long the black sheep of the TR family, the TR7 is crazily cheap, even in soft-top form – a quarter of the value of TR6s. But now's the time to snap up a good one because the tide is starting to turn, with buyers looking for Seventies chic. Classic Car Auctions got £10,100 for a coupé in October, but it had only done 24k miles. More normal is the £2886 for a smart 1980 Convertible in the same sale.'

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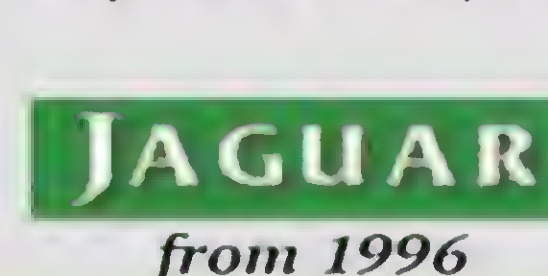
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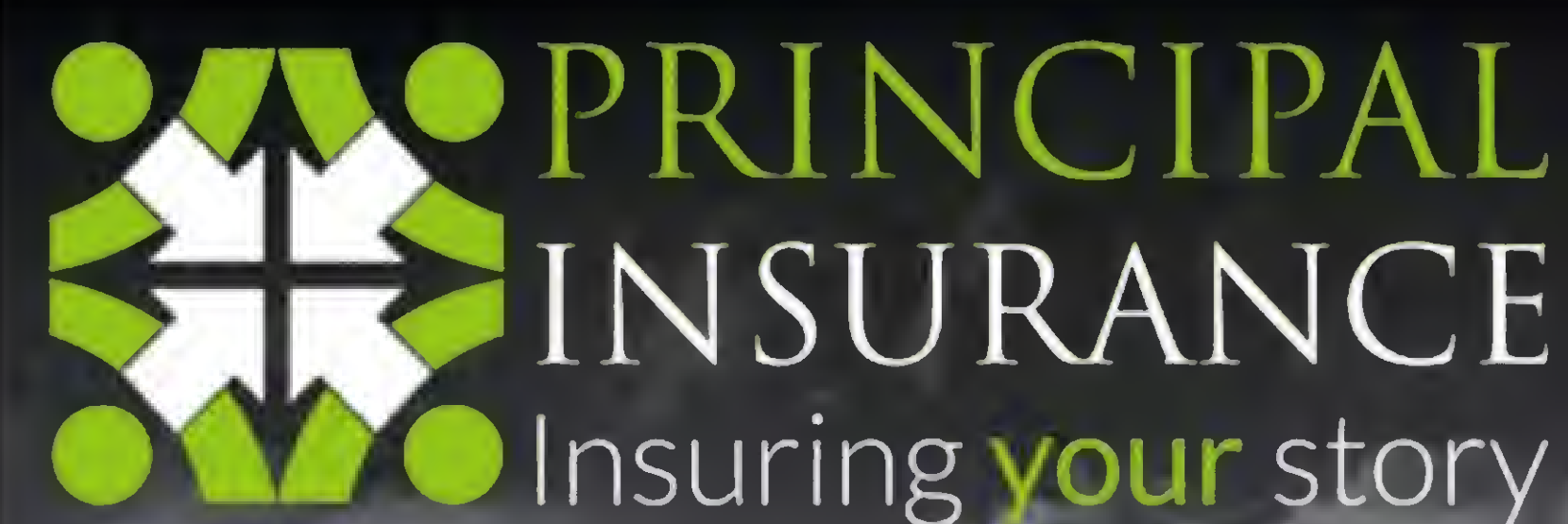
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ALFA ROMEO SPIDER SERIES 3 (1982-90)

WHAT TO PAY £5000-15,000

If the front-wheel-drive 916 Alfa Spider doesn't do it for you, then this is the best value routes into owning one of the rear-drive models. The Series 3 – the one which was never officially imported into the UK – sits between the more sought-after older models and the runout S4

that was given Alfa UK's full support, which has hampered values. As a result, you can pick up decent S3s from around £4500 – around £2000-3000 cheaper than an S4 in the same condition, and considerably lower than what you'd pay for a Sixties or Seventies model. The wider market's loss is your gain here.

David Simister

HERE'S ONE WE FOUND

1986 ALFA ROMEO SPIDER, NO RESERVE

Being a no-reserve car, there's definitely the potential for a bargain price here. We'd keep an eye on it, and if it doesn't sell, get in touch – it may be that there's a post-sale bargain to be had.



Brightwells, 01568 611166, brightwells.com, 4 March

Image: Stuart Collins.



PORSCHE 928 (1977-95)

WHAT TO PAY £5000-12,000

What's the 928, for all the talk of later variants fetching £30k+ results at auction, doing here? Well, once you take all of the S4 and GTS models out of the equation, they're still selling for less than most Porsche fans realise – ACA sold a neat 1982 982S back in January for less than £10k, and we've seen plenty of other early models being advertised for £6000-8000. With the exception of the really late models, it still trails same-era 911s by a long way price-wise.

David Simister



JAGUAR XJ-S (PRE-HE) (1975-81)

WHAT TO PAY £6000-12,000

It's fair to say that the XJ-S is a car that became better with age, a six-cylinder engine and convertible being added to the range later in life. However, the earliest cars from the Seventies can be considered the real bargains of the range, complete with 5.3-litre V12 in all its thirsty glory. These pre-HE XJ-S coupés can still be had for four-figures and so are worth keeping an eye out for when they do appear for sale.

Chris Hope



LOTUS SEVEN S4 (1970-73)

WHAT TO PAY £7500-10,000

By attempting to appeal to a greater number of buyers, a lot of the qualities that made the earlier incarnations of the Seven so popular had been dialled out of the S4. The looks of that glassfibre shell are divisive for starters, plus it's softer and more civilised than previous Sevens, but that's not to say that it's not fun to drive, because it most certainly is – that it's a third of the price of the late Fifties and Sixties Sevens, though, is what makes one of these cars really tempting.

Chris Hope



MERCEDES-BENZ SL (R129) (1989-2001)

WHAT TO PAY £5000-12,000

Now this really is a head-scratcher. How can a car this desirable be this cheap when its predecessor is still so expensive? Take the 1998 SL320 that CCA sold back in December. 220bhp. Popular

colour (Azurite Blue). Just serviced and MoT'd. Low-ish miles (90,000). Factory hard-top. Price? Just over £5k. Which, frankly, is bonkers. Engine and trim options are bewildering, but the post-98 SL 320 V6 is arguably the sweet spot.

Mike Le Caplain

BENTLEY MULSANNE TURBO & TURBO R (1982-98)

WHAT TO PAY £7500-15,000

When searching for a Bentley Turbo, what becomes apparent is that there are a lot more examples of the later Turbo R for sale than there are of the Mulsanne Turbo. The Turbo R benefits from a much greater production run and is the car that collectors have latched on to thanks to the uprated suspension that puts the car in the same category as a lot of the top-end sports saloons of its era. As such, the original Turbo has been overlooked, and yet it still promises a fantastic drive and almost 300bhp. The price we've suggested relates to the fact that you really should be buying the best you can afford – and

certainly one that's been fastidiously maintained. And yet, to prove just how much value these cars currently represent, a pair of owners snapped up their cars at auction last for £5936 in November at Morris Leslie's classic vehicle auction, and for

£5565 in Anglia Car Auctions' April sale. With the best Turbo Rs selling for up to £40,000, those are amazing deals.

Chris Hope



HERE'S ONE WE FOUND

1986 Bentley Mulsanne Turbo, £10,995

Outstanding bodywork, 100,000 miles covered, new turbo, new rear suspension spheres, sold with 12 months' MoT.

Classic Car Warehouse, 01254 789850, classiccarwarehouse.co.uk



FORD MUSTANG 6-CYLINDER (1964-68)

WHAT TO PAY £5000-20,000

Yes, it's obviously nice to have a V8 under the bonnet, but you'll look just as cool in a six-pot Mustang. You also have a much better chance of getting behind the wheel because they are only worth two-thirds the price of a V8. A 1966 coupé with a solid body and sun-faded paint, used for European cruising, sold for just £8360 at Barons last December. A good buy.

Russ Smith



LOTUS ELAN +2 (1967-74)

WHAT TO PAY £5000-20,000

The original Elan is one of the all-time great driver's cars; its Plus 2 sibling is only slightly larger, almost as exciting to pilot, possibly even better looking, yet half the price. Values tend to be rock-steady, but it pays to have your Elan cared for by a Lotus specialist. There were two standout

auction buys last year; the yellow 1968 +2 with recent paint and mechanical overhaul that H&H sold for £13,781 impressed, but the white, massively historied 1969 car with new chassis and rebuilt engine that ACA sold for just £10,600 in August amazed. Late ones with the (weak) five-speed gearbox are less desirable.

Russ Smith

HERE'S ONE WE FOUND 1972 LOTUS ELAN +2 130S, £15,000

Fitted with Spyder replacement chassis. Was a daily driver for ten years, now needs paint.

■ **Private seller, 07974 144189, classiccarsforsale.co.uk**



BENTLEY T1 (1965-77)

WHAT TO PAY £7500-25,000

Buyers preferred the Rolls Royce Silver Shadow to the T-series when new, but times change, and now there's greater demand for the Bentley. Fans will point to how the design better suits the Bentley grille and in most cases they'll be in less garish colours than their Shadow sibling, which is no bad thing. Prices are still reasonable, but it's important to remember that one of these can't be run for Jaguar XJ6 money (the cost of a brake overhaul would pay for a half-decent W124 Mercedes-Benz) and they are not immune from rust, either. But, bought correctly, there's little to beat a T1.

Richard Barnett

HERE'S ONE WE FOUND 1974 Bentley T1, £17,500

Described as being immaculate throughout. Two-tone paint adds to the appeal and it's covered just 106,000 miles

■ **Silver Lady Services Limited, 01202 509146, silverladyservices.co.uk**



ROVER 3-LITRE SALOON (1959-67)

WHAT TO PAY £5000-16,500

Why is the Rover 3-litre – and the saloon in particular – still undervalued? Simple – because everyone who wants a P5 wants a P5B, preferably a Coupé. Bar room experts don't like the higher roofline and refined six-pot – rather than V8 – air. With low-key looks, a fabulous interior and 'landed gentry' image, the 3-litre saloon is the king of all P5/P5Bs.

Richard Barnett



PORSCHE 911 (1996) (1997-2006)

WHAT TO PAY £9000-20,000

IMS bearing failure, blah. Water-cooled-engine-so-not-a-real-911, blah-blah. Ugly 'fried egg' headlights, blah-blah-blah. Nonsense. Fact is, a 996 is the cheapest way into a 911. Most have had the potentially catastrophic IMS issue sorted by now – avoid any that haven't – and even boggo Carreras are epic to drive. And yet Brightwells sold a stunning black C2 last November for just over £10,400...

Mike Le Caplain



MG YA/YB (1947-53)

WHAT TO PAY £3000-15,000

Prices for this smart sports saloon of the early post-war era have eased of late. Mathewson's only managed a below-estimate £8708 for a nice home-restored one last September, though asking prices in classifieds for top examples are still £13,000+. With growing interest in family classics for Goodwood and Bicester trips, we certainly don't expect values to fall any further.

Russ Smith



ARMSTRONG SIDDELEY SAPPHIRE 346/STAR SAPPHIRE (1952-60)

WHAT TO PAY £4500-13,000

For real engineering integrity, half-sensible performance and utterly delightful interiors, you should be thinking of a Siddeley every time. It's no wonder old money and senior business figures often signed on the dotted line for a Sapphire in preference to a Bentley because the whole package was just so right. And that applies today, too.

Richard Barnett



SINGER NINE ROADSTER (1939-52)

WHAT TO PAY £10,000-15,000

The Le Mans, with the 972cc engine in a higher state of tune, and more powerful-still Special Speed cars are

the ones that collectors go for and as such sell for above £40,000 – especially with competition history or faultless condition on their side. However, the standard Nine Roadster offers

1930s-style fun at almost half the price you'd pay for a T-type MG. Just be patient because they don't come up for sale or at auction all that often.

Chris Hope



TOYOTA COROLLA GT AE82 (1983-87) AND GTi-16 AE92 (1987-91)

WHAT TO PAY £5000-15,000

So few of these 4-AGE engined flyers are left that accurate valuations are hard to come by – it's literally a case of whatever the market will stand. Prices of fast front-wheel-drive Corollas – the AE82 and AE92 – still pale in comparison to the earlier car's AE86 rear-wheel drive contemporary. To find a complete

AE82 or 92 is a feat in itself; even rotten projects will fetch decent four figure sums. We found two AE92s online – one with a private seller, the other at a dealer – priced at £10,000 and £14,950 respectively. While the market hasn't yet peaked for these cars, demand has kept prices for the examples available high, regardless of condition.

Jon Burgess



FIAT/SEAT 600 (1955-69)

WHAT TO PAY £4000-13,000

You could be forgiven for thinking that the Fiat 500's more expensive than it is – it appears at classic sales so frequently that buyers are spoilt for choice, and as a result most tend to sell in the £4000-9000 bracket. What this is, though, is something much rarer; the 600 rarely appears at auctions or in our classified ads, but when they do, their values are usually parallel to the 500's. Better still, save the waiting and turn buying one into an adventure – we've seen plenty being sold abroad, particularly the SEAT versions at Spanish shows, at temptingly bargain prices.

David Simister



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AC 3000ME (1979-85)

WHAT TO PAY £12,000-25,000

Rather than underrated, the 3000ME could be better described as 'unknown'; many enthusiasts are unaware of AC's sole mid-engine effort. With just 100 or so built, they are rare, too, but a high proportion have survived and their stunning wedge design makes them look much more expensive than they are. Performance is only adequate, which is why prices are low compared to contemporary mid-engine cars, though the numerous turbo conversions go some way to addressing this.

Charlie Calderwood



ALFA ROMEO SZ (1989-94)

WHAT TO PAY £15,000-47,500

Bertone's radical coupé has a cult following and rarity (just over 1000 built) on its side. That keeps values firm, though they look low-ish compared to similarly left-field

classics like the Montreal and Citroën SM. There are plenty of silly £60k-plus asking prices out there, but ignore those. Bonhams got a correct £43,700 for a lovely 20k-mile car last September.

Russ Smith



CHEVROLET CORVETTE STINGRAY (C3) (1969-76)

WHAT TO PAY £12,000-20,000

The C4 may be cheaper, but there are still buyers in the UK for whom the curvaceous C3 will always be the last

'real' Corvette. Look elsewhere if you want subtlety – bonnet murals and side exhausts the size of waste paper baskets are common – and decide whether you want to go classic chrome

bumper (to 1974) or more integrated later plastic bumper. Either way, you'll be sitting behind a V8 the size of Kentucky and wearing a huge grin.

Mike Le Caplain

LOTUS EUROPA (1966-75)

WHAT TO PAY £14,000-25,000

The Europa is a bit of a steal compared to the Elan/Esprit and most of its Seventies rivals. Unless you're looking for one of the Twin Cam variants, you can still pick up a good Europa for well

under £20k – in fact, Brightwells sold a fully restored S2 last July for £18,700, and we've seen a couple changing hands for less than that. Forget the looks – for a mid-engined Lotus with world-class handling, it's something of a bargain.

David Simister

CCW'S TOP TIPS: WHY HISTORY IS EVERYTHING

WHAT TO LOOK FOR

What you're looking for is a healthy stash of paperwork that gives you an idea of what's been spent on the car, and when. This will give you an idea of whether the seller has cherished the car; things like old MoT certificates and service receipts will help

to prove that the car doesn't have a shady past. Other things to look for are pictures of the car at shows and club events, handwritten notes on repairs and photo records of restoration work – all this can add 10-20 per cent to a classic's value.

HOW LONG HAS IT BEEN STANDING?

If a car hasn't been MoT'd recently (and isn't exempt) and has been inactive for a long time, it's worth digging deeper to find out why. Have a look at old MoT certificates – it may be that a previous failure point has made the car uneconomical to repair,

or that a fault flagged up by a previous advisory has worsened. Maybe the car has a genuine reason for being left alone, but it's worth checking over the tyres, brakes and electrics – and you can use it as a starting point for haggling over price.

MoT EXEMPTION

It is perfectly legal for classics more than 40 years old to have no MoT on the basis that they've been exempted – but they still need to be roadworthy. Most classic dealers sell cars that have been given MoTs on a voluntary basis but it's less clear cut with

private sellers. You might get a better deal, but negotiate if you find anything amiss. Consider getting a classic-friendly garage to check a potential purchase over – it'll cost a little extra, but you could save yourself a hefty repair bill in the process.

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1948 - AC Barchetta - A chance to own a part of AC history. An aluminium bodied, matching numbers car with the original chassis and 2 litre AC straight six engine. Completely nut and bolt restored over the last few years with all bodywork carried out by the renowned Lone Pine Garage **£POA**

1966 - Citroën 2CV Azam - With only one registered French owner and 47,000 kms from new, this wonderfully presented Azam is an excellent addition to the very best of car collections. The 2CV has also benefited from a sympathetic recommissioning in the last couple of years that saw it returned back to gleaming light grey paintwork, unmarked red cloth interior and a new hood, yet retained a lot of it's original key parts including the aluminium front grill and bakelite steering wheel **£14,995**

1967 - Beacham Jaguar MK2 3.4 - A matching numbers car with a wonderful history which saw it being commissioned in 1990 to be fully rebuilt and brought up to speed by Beacham cars of New Zealand. Rack and pinion power steering, Getrag 5 speed box, disc brakes on all four corners and air conditioning are a few of the upgrades to make sure the car holds its own in modern day traffic **£79,995**

1975 - BMW 1602 - A custom one-off metal arched car and fitted with the high revving E30 M3 S14 engine and running gear. A very mechanically sorted car that has had copious amounts spent on developing it over the last 30 years, with its debut being in Performance BMW Magazine in the early 1990s **£29,995**

1983 - Ford Escort RS1600i - The RS1600i is a car that is becoming harder to find in such an original and unmolested condition. Finished in black and covered just 31,000 miles in the last 37 years. With fast Ford prices going only one way, surely the MK3 is the next to rally **£POA**

1985 - Porsche 911 Targa 3.2 - A beautifully crafted and backdated car by Lone Pine Garage with just an incredible amount of attention to detail. A Singer inspired LHD Californian rust free car which has been tastefully brought up to speed with a retro bluetooth stereo, heated seats and air conditioning **£99,995**

1991 - Jaguar XJ220 - A very special car that was originally built for the Sultan of Brunei by TWR Jaguar at Oxford in 1991 and uniquely finished in Aston Martin green. The XJ220 then returned back to the UK in 2002 having only covered 1,412 miles in it's first 11 years and has subsequently only covered a total of 5,986 miles since. Peace of mind for any prospecting new owners can be found in the fact that the car has also recently returned from Jaguar Land Rover Classic where it underwent a major overhaul, including a new service and clutch at a cost of £16,000 **£399,995**

1994 - Porsche 928 GTS - An extremely presentable UK supplied RHD GTS finished in Slate Grey Metallic with Marble Grey and black leatherette interior. Factory fitted with the optional Sports seats, this GTS is a perfect companion for those faster paced European jaunts! A healthy history file with an abundance of invoices in recent years and a well known car within the 928 owners club **£34,995**

1994 - Mercedes-Benz E500 Limited - The ultimate Q car. Hand built by Porsche on behalf of Mercedes over a period of 18 days, these cars need no introduction. A German supplied car from new with full Mercedes Benz service history and in outstanding condition both mechanically and aesthetically. The car made the front cover of Modern Classics magazine in December 2019 when it was featured in a 22 page article covering the super saloon greats of the 90s **£49,995**

1995 - Porsche 928 GTS - An almost perfect example off the GTS finished in Polar Silver with black draped leather, wooden inlays and factory fitted with fully electric and adjustable comfort seats, top tinted windscreen, air conditioning and sensibly retro fitted with the Porsche classic radio. A UK RHD supplied car with a substantial history and wonderfully presented throughout, with a no expense spared recommissioning in the last 2,000 miles **£54,995**

1995 - Lamborghini Countach 5.2 V12 25th Anniversary - A late registered RHD example finished in Ballon white with Rosso leather interior and only 7,000 miles from new. An outstanding opportunity to own one of the most iconic supercars ever produced and supplied with it's original owners pack, manuals and all important service records **£319,995**

1997 - Porsche 993 Turbo - A UK supplied RHD car finished in Arctic silver with black leather interior. This 100% original example has 69,000 miles and is renowned as being the last of the air cooled greats with prices only set to go one way **£99,995**

1998 - BMW 840Ci Sport - A wonderfully presented UK supplied Individual car, which was factory finished in Estoril Blue with silver leather and blue piping. Far from the usual high ownership example, this particular car has been under the custodian of the same owner for the last 19 years with the service history being so extent, that it has exceeded the space given in its service book **£16,995**

1999 - Rolls Royce Silver Seraph - Impeccably presented Seraph that has just had over £7,000 spent on it bringing it up to speed, that included a set of new Avon CR227 tyres, batteries, major service and an overhaul of any perishable items to make it perfect. The cars substantial service history is made up of 18 stamps in it's booklets and has only 43,000 miles in total since the day it left the factory in Crewe **£44,995**

2005 - Mercedes-Benz SLK55 AMG - A modern day muscle car that needs no introduction, this virtually immaculate example of the R171 is very much a cherished example with only 45,266 miles from new. Finished in Iridium Silver with contrasting red and black nappa leather, this example also benefits from the all important air scarf, Harmon Kardon, Logic 7 surround sound and heated electric seats **£17,995**

2006 - TVR 350C - An exceptionally presented and low mileage example with only 8,104 miles that comes with a fully documented service history, all original book packs, plus the addition of the all important folder of supporting invoices. One of the final cars built at the Blackpool factory before its closure. Registered on 1st April 2006, this T350C was supplied new by Hexham Horseless Carriages, finished in BMW Carbon Black with a Prussian Blue and cream extended hide interior, matching navy blue carpets and air conditioning **£39,995**

2010 - Ferrari 612 Scaglietti One-to-One - OTO cars were specifically built to the clients tastes and this UK supplied RHD example with HGT2 handling park finished in Grigio Silverstone was certainly done tastefully. Sat on 20" Challenge alloy wheels with the F1 super fast gearbox, ceramics and an unblemished bodywork, this 14,458 mile example with full Ferrari service history is one of the final Ferrari V12 greats **£119,995**

2018 - Ferrari GTC4 Lusso V12 - Undoubtedly one of the highest specified examples in the country with a staggering £81,905 worth of factory optional equipment and finished in the extremely rare matt paint finish of Grigio Silverstone Opaco. In order to protect the factory paint, the Lusso was wrapped fully in the appropriate matt finish PPF by Topaz of London **£POA**

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See page 26 of this issue

ALFA ROMEO

ALFASUD



1980, 34500 miles, £5500, Alfesud 1.5 Super. Excellent solid condition throughout. MoT June 2020. 01822 258728, Albaston

146



1999, 127000 miles, £2495, Rare, superb modern classic, much loved, owned for nearly 11 years, one previous owner, detailed service history, all books and original bill of sale, always garaged. 07809 221500, Telscombe Cliffs

1750



1970, 30365 miles, £29500, Excellent condition, stunning, 10 years of ownership, under the bonnet is very original, clean, tidy and unmolested, interior in excellent condition. 07779 702408, Stowmarket

ALVIS

TF21



1966, 11600 miles, £28250, Spent the last 3 years fine tuning the cars reliability, lots of work carried out over the past 10 years, lever arch files of history, has all matching numbers. 07966 482132, Prestbury

ARMSTRONG-SIDDELEY

SAPPHIRE



1955, 73400 miles, £12995, Been part of a private collection since 1995, been lovingly maintained by the owner, exhibited at many classic car events across the UK. 07834 226903, Chandler's Ford

SAPPHIRE



1954, 66611 miles, £900, Donor car, registration withdrawn by DVLA so would need to be re-registered, would suit classic car breaker/hot rodder, currently a non runner, engine not seized. 07946 764142, Birkenhead

ASTON MARTIN

DB7



1997, 51450 miles, £22995, Same owner 22 years, all keys and book packs present, MoT until May 2020 (happy to renew it before the sale), drives really well, always kept in dry garage. 07396 291998, Stanhoe

V8



1979, 60000 miles, £110000, Stunning and priced to sell, BMIHT Certificate, sundry bills, current MoT, a VSC document, and two sets of keys, kept in a cocoon. 07466651145, London

AUDI

TT



2008, 94,000 miles, £4,999, Seven service stamps in the service book, last service about a month ago at 94,000 miles. This Audi is Racing Red, black leather seats, also 6 speed gearbox, electric windows 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN

16 BS1



1948, 94,000 miles, £6,200, Manual, replica RAF staff car from Gorleston on sea air sea rescue base. E/ignition, alternator, flashes, RAF manual, attends WW2 shows, RAF uniform and radio equipment also available 01909 721464, Nottinghamshire

BIG 7



1938, £4,750, 2 door, older bodywork restoration, but still in excellent condition with a lovely original leather interior, working sunroof & rear blind, nice original reg number, good mechanics, drive away 01432 356841, 07817 361921, West Midlands

SEVEN RL SALOON



1931, 61,101 miles, £6,250, ono, Manual, very tidy inside & out, almost full history from new, original registration, ready to show, other photos available 07787 561325, Cambridgeshire

CAMBRIDGE



1959, 57957 miles, £3995, Mechanically sound, in need of TLC, has all its original parts, body work requires some restoration but the vehicle is sound, runs well, electrics are working. 01373 812509, Coleford

RUBY



1937, £3700, 5 new tyres, new running boards, battery and exhaust, needs paint and interior, runs well, please call for more information. 01159 326100

MINI



1986, 61000 miles, £5000, Piccadilly custom, selling on behalf of an old school friend, needs some TLC, usable and clean, loads of paperwork/receipts as pictured. 07930 558397, Smethwick

MAYFAIR



1987, 74019 miles, £2750, Has been recently resprayed, Tahiti Blue with a White roof, much work done, good running condition, been in the family 20+ years, MoT till April 2020. 07368 230995, Sheffield

MINI



1988, 65000 miles, £5495, In excellent running order, maintained regardless of cost, time warp condition, one not to be missed, last owner 29 years, MoT and taxed, alloys available. 07860 266949, Banks

ALLEGRO



1979, 24854 miles, £1000, Great project, runner, I started it one year ago, please call for more information. 07816 222859, Bridge of Don

MAXI



1978, 78000 miles, £2500, 10 months MoT with no advisories, very very solid and reliable car, owned last 5 years, body work is excellent, recent clutch, very rare car, drives 100%. 07496 758961, Redcar

7



1929, £9999, Maroon, fully rebuilt with body off, 12 volt, SU carb, lovely car, age related sale, please call for more information. 01314 400799, Loanhead

LICHFIELD



1935, 84300 miles, £8995, Owned 18 years, dry stored, completely re-wired, new exhaust system, perfect mechanical order, good oil pressure, absolutely no rust, original registration. 01202 692541, Broadstone

10 4-DOOR



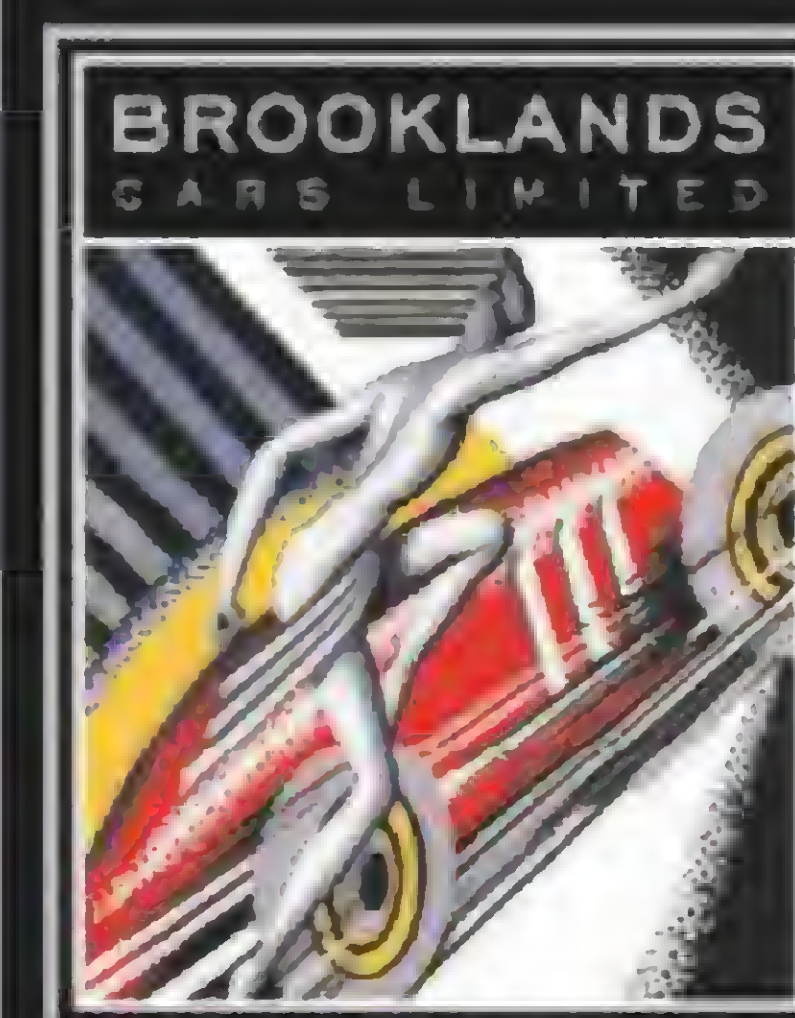
1932, £9,995, Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN HEALEY

SPRITE



1969, £3,000, ono, needs light restoration has been stored for many years, was part restored and resprayed prior to storing car runs, clutch free, ring for details 01934 751216, 01934 751216, Somerset



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p81 Jaguar Mk2 **p83** Mercedes-Benz 300 SL-24 (R129) **p85** Triumph Toledo **p87** Volvo 740GL



1932 AUSTIN 10
PRICE £9999 (T) **TEL** 07545 703474 OR 02380 766870
(SOUTHAMPTON)

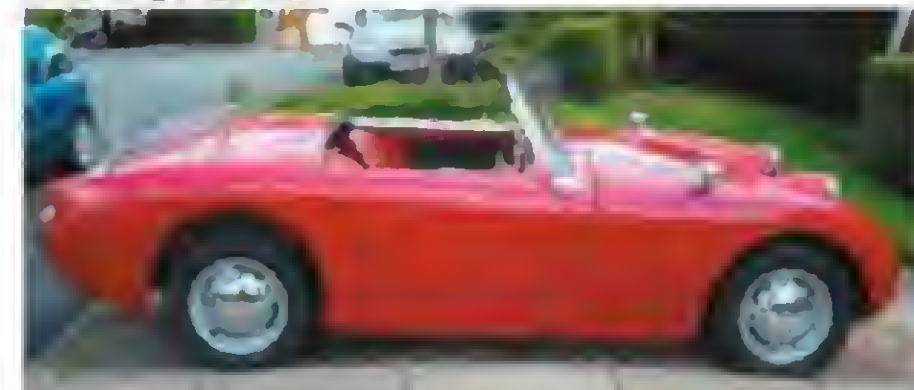
Blue/Black, 4 door, manual, dark leather trim, purchased and lovingly restored over a number of years, has seen little use since, restored to a high standard whilst keeping the patina of age, comes with homemade picnic box that attaches to back of car, drives well, must be seen. www.kinsonmotorcompany.co.uk (SC 3021)

3000 MK1 4 SEATER



1959, 95,000 miles, £42,500, ono. Owned for 8 yrs. substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630, West Yorkshire

MK 1 SPRITE



1959, 39,047 miles, £18,000, ovno. Owned since 1999. Engine, gearbox & axle overhauled, re-wired. Many body panels repaired. Bare metal re-spray 2002. Many new parts fitted. Wet weather gear. Stainless exhaust. £18,000 Call 07802 645898, Lancashire

3000 MK3 B18



1964, £69,500, ono. Manual/od, concours, just completed, unleaded, new iris blue leather interior + mohair hood + more, walnut dash, low owners, matching numbers, photographic history, rust proof, superb, trial welcome 07840 400569, Bristol

FROGEYE SPRITE



1960, 43000 miles, £16000, All steel body, great condition, heritage certificate, as standard as possible, brand new interior parts, all receipts, lovely car, come and see it. 07890 563281, Glastonbury

B18



1966, 15000 miles, £65000, Comprehensive restoration by Rawles Motorsport Ltd (2006-09), strengthened chassis, re-chromed or replaced parts, new wire wheels, many other upgrades. 014527 41100, Frampton on Severn

FROGEYE SPRITE



1960, 18500 miles, £15775, A stunning car that's driven weekly, solid, reliable, hard top, soft top & tonneau with the car, ground up restoration a while ago, but still excellent condition. 07980 018650, Farnon

FROGEYE SPRITE



1961, 60000 miles, £15995, Really nice car, all steel bonnet, car restored about 10 years ago, last 10 MoT's all passed with no advisories, drives perfect. 07847 786715, Dagenham

BENTLEY

CONTINENTAL GT 6.0 W12



2004, 80,000 miles, £19,999, 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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T1



1969, 120000 miles, £24000, Near mint condition, all original and very well looked after, highly maintained, paintwork/bodywork/interior immaculate, large service history, tyres all good. 07714 235664, Mitcham

ARNAGE



1999, 96990 miles, £11750, Finished in the most attractive dark blue, magnolia hide, last owner had vehicle for 10 years, all original paint, drives as it should, lots of work has been done. 07792 327356, Birmingham

R TYPE



1953, 99000 miles, £7500, Project, body is in good condition as is the chassis, some parts missing but an easy restoration, restore or remove body and put together an auto special. 07957 163136, Hartlepool

4 1/4 LITRE



1948, 67453 miles, £32000, Black over Grey, excellent condition, history file, original hand book and tools, recent engine and coolant flush, all hoses renewed, ready to use. 07919 353202, Cliffe

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BMW

5 SERIES AUTOMATIC

2002, 90,000 miles, £2,850, ono, MoT, silver, black leather interior, full service history, serviced by bmw, book stamped, excellent condition, automatic, mint condition 01491 873594, Reading

520I



1983, 160,738 miles, £3,600, ono, Auto, lots of money spent, stainless steel exhaust, original Blaupunkt radio cassette player, long MoT, reluctant sale, good runner 07751 941240, Hertfordshire

CSL COUPE



1973, £80,000, White, manual, lots of service history, thousands spent on the car, MoT'd, good condition. 01935 872036, Dorset

E30 320I



1992, 65,000 miles, £7,500, Owned for 14 years, always kept in garage, always starts first go, very clean and well looked after, only used to go to air show and cars shows, in perfect condition. 07852 587140, Suffolk

E46 328 SE TOURING AUTO



2000, 124,000 miles, £2,150, Rare Fern green metallic colour Cream leather, refurbished alloys Auto box oil & filter changed lovely car in good condition MoT April 2020, no advisories, service history 01453 885431, 07802 679960, Gloucestershire

Z3



1997, 80,000 miles, £2,200, ono, Red roadster w/black trim. 2.0 6 Auto. Tonneau cover. M wheels. Pretty car, smooth summer tourer. MoT to July, no advisories. Recent service records. 07802 155255, 07802 155255, Bucks

Z3



2000, 18300 miles, £9950, Extremely low mileage 18349 07802 266025, Brentwood

M3



1998, 89000 miles, £21995, Stunning car, show winner, comes from a private collection, full service history, all MoTs, lots of paperwork, 3 previous keepers, purchased in May 2004. 07811 722742, Pleasley

3.0 CS



1975, 54653 miles, £54995, Is in absolutely immaculate condition inside and out, will not find one cleaner, extremely rare, full service history, engine runs and drives perfectly. 07747 481709, Bransgore

5 SERIES

1998, 135000 miles, £2500, Excellent condition, recent oil service and no expense spared, only 2 previous owners, grey velour interior, mahogany dash, full tool kit, electric windows. 07706 232583, Aylesford

730



1987, 131730 miles, £4000, Stunning car in good condition but with age related marks, engine and gearbox are in fantastic working order, interior in great condition, thousands spent. 07736 809870, Westward ho

ISETTA 300



1961, 46,700 miles, £15,950, ono, 3 wheeled bubble car. Blue with Blue/white interior. Fully restored bodywork, engine, interior. New chromework, tyres. Comes with custom stormforce cover and trickle battery charger. 07811 253540, 01785 714683, Staffordshire

735



1984, 170000 miles, £8000, Family owned, MoT until 10/02/2021, spent 23 years as a daily driver in Australia before being taken back to UK in 2017, garaged when not in use. 07511 119344, Perth



1948 BENTLEY 4 1/4 MkVI
MILEAGE 67,453 PRICE £32,000 ONO TEL 07919 353202
(NORTH YORKSHIRE)

Blue over Grey, manual, excellent condition, history file, original hand book and tools, recent engine and coolant flush, all hoses renewed, ready to use, comes with full Bentley workshop manuals. (SC 2913)



1999 BMW 318 IS SPORT AUTO COUPE
MILEAGE 125,000 PRICE £1795 (T) TEL 07860 826464
(LEICS)

1.9 petrol, full service history, lovely condition, air con, alloys, ready to go, future classic car, (Trade).. (SC 2916)

525



1987, 265000 miles, £4000, Nice looking car, drives very well, very reliable, owned/maintained by enthusiast for 20 years, borrowed by BMW Canary Wharf as part of launch display. 07964 741515, Upminster

M5



2000, 139000 miles, £12000, Lovely example, very original car, looks and drives amazing, full service history and two keys/handbooks, MoT Expires in March, can put fresh MoT if needed. 07787 510444, Crawley

528



1983, 202700 miles, £5500, Full leather interior, ABS, factory LSD, MoT'd until October 2020, 1 owner car from new, full service history, just shy of £20,000 worth of work in the last 19 years 07856 514634, Betchworth

8 SERIES



1994, 65000 miles, £68000, Owned for the last 19 years, well looked after, MoT Apr 20, cream/grey interior, original alloys, new tyres, radiator & clutch. 07590 665106, London

Z3



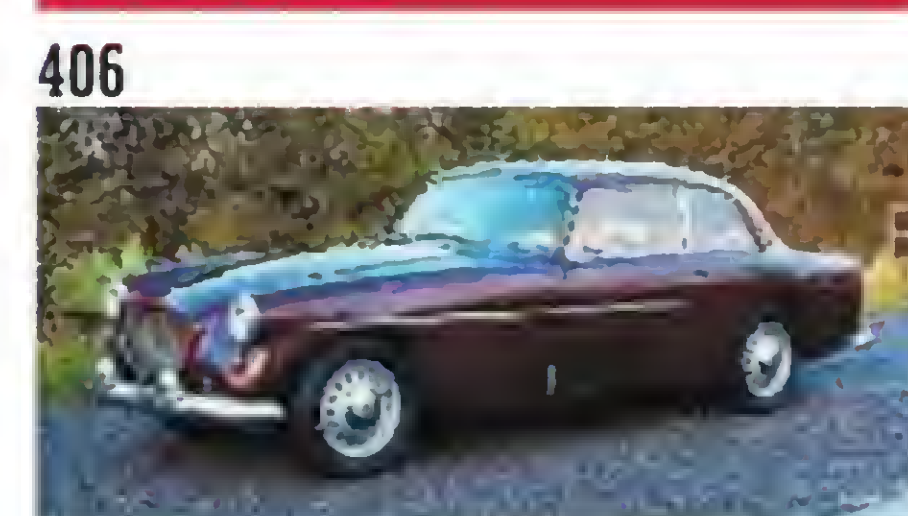
2000, 45714 miles, £34750, Rare, mine since 3-9-2016, super drive very tight, engine is smooth and responsive, ZF gearbox works well, selling due to downsizing my house. 07840 366386, Hayling Island

BOND



1972, 72500 miles, £14000, Restored, bought this as an abandoned restoration project 2 years ago, is running, galvanised chassis, MoT/tax exempt, wheels all refurbished/new quality tyres. 07915 673889, Cambridge

BRISTOL



1961, 66,000 miles, £49,995, 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 477785, Bath (T) www.fenderbroad.com

BUICK

SERIES60 CENTURY



1940, 94,000 miles, £13,000, A very original unrestored survivor car with matching numbers, no rust, never been welded. Good mechanics, unused for last five years, running and driving just needs some light recommissioning. 07958 294556, Essex

CADILLAC

ELDORADO



1978, 11407 miles, £28500, Original excellent conditions, for a collector who appreciates originality, real stunner, kept in garage storage for over 30 years in the USA, taxed and MoT. 07961 778924, Perivale

STS



1998, 24000 miles, £4000, Private number plate, genuine mileage, showroom condition. 01889 585481, Rugeley

CHRYSLER

3000C 5.7 V8 4 DOOR AUTO



2005, 74,412 miles, £8,999, Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CITROËN

DS



1972, 93000 miles, Exceptional, full details to follow. 07707 267439, London

2CV



1989, 96481 miles, £5000, MoT till December 2020, galvanised chassis, electronic ignition, regularly serviced and maintained by local 2 CV specialist, has honest wear and tear. 07711 119628, Colchester

ZX



1993, 111000 miles, £1250, MoT'd till May, bodily it's good, interior is all up together, no history with it, only had 2 previous local owners, drives well, pulls hard, typical French gear change. 07759 767659, Christchurch

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C6



2008, 104000 miles, £2450, Most of the history, wonderful car, owned this car for over a year and loved every minute, never let me down, MoT until November 2020, new battery, 07799 360565, Swindon,

BX



1992, 130000 miles, £1000, 2 owner vehicle, owned this car over the last 22 years, been in storage for a few years so will need recommissioning, will need to be trailored, valid MoT, SORN, 07927 414364, Amlwch

COMMER

DELIVERY EXPRESS VAN



1955, £12,995, In green with red leather, 31000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER

ROLLING CHASSIS



1928, £950, Call for price(s), Daimler rolling chassis was hearse bulkhead axles suspension steering windscreen frame tank rear lights sidelights may have headlamps spare wheel and carrier current V5C with 2 letter 4 number reg 07800 668646, Worcestershire



1998 CADILLAC STS
MILEAGE 24,000 PRICE £4000 TEL 01889 585481 (STAFFS)

Silver, automatic, private number plate, genuine mileage, showroom condition. (SC 2912)



1967 DAIMLER V8 250
MILEAGE 51,000 PRICE £17,000 TEL 01780 783390 (PETERBOROUGH)

Maroon, automatic, MK II, tan interior, chrome wires, restored by professionals in 2006, less than 500 miles since, MoT Sept 2020, lovely condition. (SC 2914)

SOVEREIGN 420



1967, 53,000 miles, £36,750, Finished in golden sand with cherry red hide interior, automatic power steering, badge bar, chrome wire wheels, stereo, superb classic, drives excellent, excellent value for this appreciating classic 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

4 LITRE



1959, 36590 miles, £3750, Have owned car for 5 years, engine and gearbox in very good order, wood work all ok, 4 new Crosply tyres, boot floor is very good, door cards in good condition. 0121 4262971, Birmingham,

V8



1967, 51000 miles, £17000, MK II, Maroon, tan interior, chrome wires, restored by professionals in 2006, less than 500 miles since, MoT Sept 2020, lovely condition. 01780 783390, Wittering

V8



1999, 98600 miles, £4500, Cream Connolly hide, walnut interior, picnic tables, full MoT & service history, Continental tyres, timing chain tensioners done, new battery. 07966 483668, Chichester

V8



1964, 70560 miles, £14995, Opalescent Silver/Grey, 2 owners, 70,000 miles warranted, with service bills, MoT until 7-10-2020, £2,000 recent spent on new adjustable shock absorbers. 07768 750800, Penmaen

FERRARI

355



1996, 17100 miles, £75000, Stored for the last 6 years, serviced and cam belts before being stored, full service history, just had new battery fitted, starts first time, great all round condition. 07977140468, Bridgnorth

FIAT

CINQUECENTO



1993, 38,300 miles, £2,500, Open to offers, early model, MoT'd to November 2020 no advisories. Original unmolested and unmodified wee car, with full service history. Five new tyres and new JVC cd radio 07486 588736, 07486 588736, Ayrshire

126



1974, 53,500 miles, £3,995, ovno, Rare original Italian-built 1st series car. Recent full restoration, in excellent condition. Runs Sound, No Rust or Corrosion. MOT and Tax exempt. Easily maintained ideal classic city runabout. 07766 227134, South Yorkshire

500



1963, 50661 miles, £17250, Beautiful and rare, imported from Italy, undergone a full restoration in 2016 by the previous owner, new exhaust, starts beautifully, runs well, joy to drive. 07905 299308, Rye

124



1974, 67729 miles, £15500, Beautiful, underside is totally rust free, never welded or needing any, drives superb, tax and MoT exempt, engine and gearbox as they should be. 079776 15549, Westhoughton

FORD

CAPRI MK2 1300



1975, £4,750, very sound body arginal strut tops never been welded, good interior, car has been dry stored for a number of years, raguly started ring for details 01934 751216, 01934 751216, Somerset



1964 DAIMLER V8 2.5
MILEAGE 70,560 PRICE £14,995 TEL 07768 750800 (WEST GLAM)

Opalescent Silver/Grey, automatic, 2 owners, 70,000 miles warranted, with service bills, MoT until 7/10/2020, £2,000 recently spent on new adjustable shock absorbers, radiator and electric fan, MoT etc, lovely condition, original Grey leather and woodwork. (SC 2920)

FIESTA



1986, 45,000 miles, £2,800, Open to offers, 1.1 low mileage, MoT till September runs and drives well, rebuilt 7 years ago just been used for car shows phone for more info. 07812 021784, north Devon

ESCORT



1997, 68,200 miles, £1,000, Open to offers, 1.3L Encore hatchback. MoT until February 2021. Clean and tidy interior, non smoker. Has had replaced: exhaust back box January 2020, brakes 2019, clutch 2017. CD radio. 07437 970996, West Yorkshire

F1



1949, 92,000 miles, £12,500, Flathead V-8, four on the floor, lovely great fun truck, hundreds spent, no space must go, 12v electrics, ring for more details. Rust on wings in usual places. Sign written Harley logos on each door. 07747 118031, Rye

ESCORT

1995, 98,000 miles, £1,195, Maroon, manual, not rally, 5 door estate for family trips. 50-60mpg, good, list of spares 01244 676524, Cheshire

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ESCORT MK1



1969, £10,000, ono, 1969/70 model, 1300cc engine, 2 door, very clean, very good condition for it's age, regularly serviced by the owner who is a Michael Garbett, turquoise blue, many spare parts. 01384 378451, 01384 829209, West Midlands

MODEL A

1930, 6,000 miles, £10,000, or best offer, 4 door sedan, manual, green, good condition, good driver and starter, changed to 12V some spares included in sale, any trial 07521 376726, Bedfordshire

MONDEO VERONA 1.8 LX



2000, 42,012 miles, £1,295, petrol 5dr manual, affordable future classic, VGC throughout, new tyres all round, new front brake discs + pads, cam belt kit re raced 18/01/2020, comprehensive service history, MoT Dec 20 07484 340329, Cambridgeshire

SIERRA LASER 1.8

1991, 5 dr hatchback, turbo diesel, pepper pot alloy wheels, approx owned 16 years, acquired 2003, unused approx 6-8 yrs, good interior, reasonable body work, Reg - J394 REH, reasonable offers considered 01623 625145, 07414 082154, Nottinghamshire

THUNDERBIRD V8 4.8CC



1955, 20,000 miles, £35,000, ono, Auto, unsure miles, rare, rear wheel on bumper, head turner, very easy to drive, p/steering, AC, hard & soft tops, cheap to insure, MoT/tax exempt, reliable, restored, dream car, no time wasters, 07956 845221, London

ZODIAC MK3



1963, £5,500, ono, Granada engine V6, long paper history, over £4000 spent, custom made s/steel exhaust & propshaft, MoT & tax exempt, £2000-£3000 worth of spares included, drives superb, serious enquiries only 07743 344618, Dorset

ZODIAC



1956, £28,750, Manual with overdrive, not a restored car but an excellent original example, stereo system, steel period sin visor, fitted hunting lamp, badge bar with badges, original twin spotlights, drives good 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

ESCORT



1980, 75000 miles, £15000, Classic, great condition, 2.0 Pinto engine, MoT'd and taxed, roll cage, coil overs all round, disc brakes all round, quick rack steering, central alloy fuel tank. 07766 896307, Coldstream

7Y



1936, 58000 miles, £5995, Hot rod, excellent tyres, boxed chassis, overhauled Jag rear, runs well, good oil pressure, no smoke, rare, interior tatty minor niggles. 07985 236968, Redditch

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ORION



1988, 99500 miles, £4500, Completely genuine and unmolested vehicle, owned this vehicle for over 31 years, have all its previous MoT certificates, never failed. 07530 519347, Formby

SIERRA



1984, 64000 miles, £9500, Excellent condition inside and out, all service history and MoT's, genuine and well looked after, original bill of sale, original unmarked wheels. 07752 378021, Waltham Abbey

GPW



1942, £14000, Early scripted tub & original frame, CJ 2A engine & gearbox, same engine, better box, nearly finished project, you will need the odd engine ancillary, combat rims 07710 058706, Hull

ESCORT



1986, 106986 miles, £11250, 10 former keepers, been in warm storage since 2008, untouched, small folder full of receipts totaling thousands, would need very small restoration, 2003 full respray. 07507 644311, Warwick

ESCORT CABRIOLET



1985, 59450 miles, £7500, Limited Edition, owned this stunning car for just over 6 years, with service book and old MoTs, full bare metal respray, new roof, never welded underneath. 07976 410032, Minster on Sea

ESCORT



1986, 130000 miles, £2250, In very good condition inside and out, drives great, only 2 owners, full years MoT, please call for more information. 07973 398820, Harlow

P100



1983, 13281 miles, £9500, 3L V6 Engine, 1 year MoT, 2 previous owners, all original, running condition, clean engine & straight buck, viewings welcome. 07931 467424, Mildenhall

CAPRI



1971, 67000 miles, £17500, MoT & tax exempt but will come with a full MoT, full re-spray, I have pictures of the full restoration from start to finish, comes with service history, new clutch, battery. 07944 724833, Plymouth

FIESTA



1987, 39700 miles, £4500, Show winning, completely standard, totally unmodified, totally rust free, clear waxoiled so nothing is hidden, small, reliable, classic. 07921 160111, Liversedge

CAPRI



1984, 114000 miles, £9000, Owned 13 years by me, loads of history, file full of receipts, previous log books, tax discs etc, a few spares included, very unmolested original. 07957 990963, St Helens

ESCORT



1974, 50000 miles, £13500, Bought 9 years ago, full respray etc. & prepared for road rally use & never used, engine fully rebuilt, stage 3 head, new MoT + much more. 07758 121305, Northampton

HILLMAN



1963, 55,000 miles, £26,500, This very rare model is finished in Glacier white with superb cherry red interior with piping/matching convertible top, original radio, personal number plate, driver superb, amazing condition 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

SUPER MINX



1964, 4000 miles, £8000, Is in excellent condition, there has been no welding ever on this car and the body is just as good as the underneath, earned a few trophies, polished once a week. 07523 249181, Stoke-on-Trent

HONDA

S2000

2006, 65,576 miles, £9,500, ono, 2 owners, black (red dust), MoT 31/05/20 excellent condition, FSH, please call for more details 07748 386840, Tyneside

NSX



1991, 72000 miles, £42500, Number 146 UK issue, 3 previous owners, mine since Jan 2014, fresh out of storage, serviced, inspected and new Bosch battery, will have new MoT. 07840 366386, Hayling Island

HUMBER



1962, £5,250, ono, Two estates; one 1966 dark blue spares, one 1962 two-tone green, interesting history does need work driver's side floor worst bit but suprisingly solid elsewhere, engine seized from standing 07790 017414, Worcester

HAWK



1961, 97,000 miles, £3,500, ovno, Part restored, serviced & maintained. Manual, 4 speed with overdrive. New callipers, discs, shoes, tyres, break servo, water pump, radiator, sender electrics, o/s sill & wing, battery, perfect engine 07743 344618, Dorset

HYUNDAI

COUPE 2.7CC

2002, £1,995, Silver, manual, full MoT, high spec includes sun roof, traction control, air con, 6 speed gearbox. 01692 500988, Norfolk

JAGUAR

ETYPE ROADSTER

1969, £69,000, Open to offers, 4.2L, handsome regency, red, LHD, Virginian family owned 35+ yrs, not concours, original throughout, black leather/hood, well maintained, bills, 5 new tyres + battery, would exchange, drives correctly 01722 743681, Wiltshire

MK 2



1968, £13,000, Call for price(s), fantastic condition, has never seen a welding torch, body work is fantastic, lovely interior and wood manual, overdrive, baremetal respray 8 years ago, only 64k miles from new with all MoTs 07706 989634, Merseyside

E TYPE



1962, 7,000 miles, £80,000, Offers over, Original UK RHD, chassis number 860274. 07957 862027, Abingdon

E-TYPE SERIES II 2+2



1970, 50,699 miles, £26,000, ono, 3 Carbs, manual gearbox, power steering. Straight car with good floors & sills. Spare wheel well is solid. Bonnet is in good condition but wings need slight repair. Unused for 20 years-not seized. 00 353 862423263, Ireland

S TYPE 2.5 V6

2003, 74,000 miles, £2,500, Open to offers, jaguar s type 2.5 v6 sport 2003 silver with black leather interior alloy wheels service history and bills very clean inside and out mot december 2020 part exchange classic car lancashire 07970 490687, Lancashire

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420

1967, 76,000 miles, £6,500, ono, White, auto, miles believed genuine, art service history, new tyres, good interior, good oil pressure, new trailing arm bushes, extensive restoration, drives beautifully 07484 023000, 01622 820123, Kent

E TYPE SERIES 1



1966, 55,000 miles, £70,000, 4.2 manual, been restoring since 2008, engine overhaul, rings, bearings, oil pump, all new upholstery, new carpets, many parts rechromed, MoT, lots spent on it, runs well 01803 813222, Devon

E TYPE V12



1973, 37,000 miles, £135,500, Headrests, tinted glass, stereo, overmats, manual transmission, power steering, As new chrome wire wheels with new white side tyres, drives superb, never seen rain 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

ETYPE SERIES 3 ROADSTER



1972, 76,000 miles, £89,950, Manual, UK car, MoT, heritage certificate, excellent condition, largely original, extensive history with factory hard top 07711 618175, West Yorkshire

MK4 SALOON



1948, £85,000, Ground up restoration in wonderful condition, including new paint, chrome, interior & wood trim. Very rare now 01761 470607, Bath

S TYPE



2005, 92,600 miles, £3,895, Auto, 6 spd, 2.5 V6 Sport, PAS, grey leather unmarked, FSH, old MoTs/bills. E/m E/W memory seats, alloys, radio, CD, 2 keys, new MoT on sale, immaculate 07979 272548, Devon

V12 ROADSTER



1972, 25,000 miles, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

X300 SPORT 4LTR



1996, 190,000 miles, £2,200, Auto, straight six, 1 previous owner, no rust, AC, new MoT, grey leather interior, Jaguar service history + MoT from new to present, excellent condition 0208 6443506, Surrey

XJ8 3.2 V8

1998, 65,000 miles, £3,750, ovno, Superb condition, Madeira with oatmeal hide, full FSH, recent auto box oil change with new timing chain etc. Excellent Pirellis all round, MoT August phone for more details 07778 389813, Norwich

XJR



2001, 163,000 miles, Open to offers, Auto, V8, supercharged, saloon, 4 door executive saloon, excellent condition, 12 months MoT, LPG tank fitted as well as petrol, pretty much every extra, luggage rear rack, best offer secures 01392 465403, Devon

JK120 ROADSTER LHD



1952, £104,995, Full resto in 1993, 700 miles, believed to be ex famous owner 01202 709407, Dorset (T) www.panoramabay.co.uk

E TYPE SERIES 2



1970, 5,000 miles, £69,995, Sitting on chrome wire wheels completes a very desirable specification. The car will be sold with a warranty on the engine and a fresh MoT 07794 477785, Bath (T) www.fenderbroad.com



1950 FORD V8 PILOT
MILEAGE 44,500 PRICE £12,750 ONO TEL 01535 644493
OR 07977 565239 (W YORKSHIRE)

Green, manual, totally original car, no rust, ex Channel Islands, genuine mileage, owned eight years, must be seen, very smart car, much admired at car shows, come and see it, drives good. (SC 2921)

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X16 2.9 4 DOOR AUTO



1990, 39,000 miles, £5,999, Automatic, power steering, electric windows, factory fitted sunroof, electric stereo, central locking, air conditioning, fitted head rest, very good condition throughout, px possible, must be seen 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

X16 SERIES 1



1971, 103,000 miles, £7,500, Red, automatic, recent new head lining, engine sounds beautiful, 50 years old next year, needs minor TLC 07907 633489, Northamptonshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way. To drive this 120 is a joy, Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com

S-TYPE



2007, 44700 miles, £13990, The last one, Stratstone Limited Edition 50 of 50, rare, paintwork has had enhancement detailing, perfectly straight along both sides, interior is in fine order. 07853 208298, Wreham

XIS



1988, 82000 miles, £8950, MoT until 21/06/2020, full respray 2004, no rust around arches or lower sills, unmarked lattice alloys with matching tyres, large history folder. 07793 720231, Alsager

S-TYPE



2005, 84868 miles, £4750, Owned for 3 years, has some tasteful additions, new radiator, has been garaged, interior is excellent as is the exterior, MoT will be to Feb 2021. 07941 283294, Walpole Saint Andrew

MARK 2



1968, 9266 miles, £12000, All interior ok, engine fine, looks lovely, chassis all good, panels fine, needs some TLC around the bottom of the door, wheel arched at the front/passenger side. 07957 959058, Lowestoft

S-TYPE



1999, 70400 miles, £3000, 10 months MoT, in absolutely fantastic condition inside and out, great wheels, tyres, engine, gearbox, car has been serviced by Jaguar. 07958 294094, Bolton

XI



1996, 84700 miles, £3800, 3.2, service history, very good condition for year, phone calls only. 07763 404349, Ullapool

MARK 2



1964, 74000 miles, £26995, 3 owners from new, in very good condition, really interesting history, done lots of touring through Europe, very usable, drives excellent, lots of attention. 07740 739751, Rawdon

XIS



1991, 74000 miles, £24000, Limited edition of only 250 models, excellent interior and exterior condition, all 'Le Mans' extra features, FSH plus MoT, only been 2 owners. 01620 248226, North Berwick

X16



1970, 48000 miles, £14960, 2.8 manual with overdrive, only 3 owners from new, tested, immaculate condition inside and out, very original car, never been welded, large history file. 07715 476301, Coleraine

XIS



1989, 75000 miles, £8000, Great condition, MoT, service history back to when I acquired it in 2011, always been garaged, used as a weekly run around, pleasure to drive, private number plate. 07786 635423, London

D-TYPE



1993, 25000 miles, £16500, Stunning, long nose, great condition, and very well built, period interior to match exterior, Ford running gear 2 litre engine, MoT May sounds great. 07711 100380, High Ham

E-TYPE



1973, 21000 miles, £159995, 1 owner from new, delivery to USA, original condition, a totally original car, a special car, spent most of it's life in the dry, extremely rare car. 07802 150015, Ideford,

XK8



1997, 36000 miles, £10995, Cherished, garaged and dry weather only car, I've owned the car for 2 years and the previous owner had it for 19 years, full service history with Jaguar specialists. 077401 79856, Radyr

SOVEREIGN



1999, 114000 miles, £2950, Superb, I have owned for the last two & a half years, I am the second owner, was a special order, excellent inside and out, always been kept in a garage. 01732 862292, Edenbridge

E-TYPE



1973, 97000 miles, £60000, Not long returned from 45 years in Dusseldorf, Germany, UK registration documents all completed, bodywork on this car is superb. 01507 533760, Fulletby

X16



2004, 114k miles, £3695, Appreciating future classic, last homage to the 'original' XJ6 "3 box shape", aluminium body so no rust, very nice condition, new MoT until 17/02/2021. 01985 219489, Warmminster

E-TYPE



1972, 54700 miles, £72000, Chrome wire wheels, standard 205 tyres, detailed engine out restoration in 1998/99, owned and maintained by Jaguar enthusiast, had thousands spent. 01507 533760, Horncastle

XKR



2003, 107000 miles, £7900, Cream unmarked leather, gorgeous British sports car, 20 inch alloys, MoT April 2020, Cat D due to previous light damage to front wing. 07957 380271, Liverpool

SS



1974, £34950, Hommage, XK, 4.2, manual with overdrive, historic, tax exempt but MoTs, less than 10k miles, full service history, please call for more information. 02084 621846, Bromley

S-TYPE

2003, 74000 miles, £2500, Sport, alloy wheels, service history and bills, MoT December 2020, very clean inside and out, will consider part exchange. 07970 490687, Lytham Saint Annes

XK8



1999, 56600 miles, £8250, Sea spray with cream leather, FSH, MoT Dec 20, under-sealed, chain tensioner mods done, excellent condition, always garaged. 07796 020972, Mawdesley

XI



2001, 38200 miles, £17500, one previous owner plus Jaguar, 85 were made for the UK market in 2001, is in excellent condition, MoT until Nov 2020 with no advisories, full respray in Sept 19. 07740 739048, Wymondham

JENSEN

INTERCEPTOR MK3



1973, 51,597 miles, £52,250, Auto, black vinyl roof, cream interior, cream carpet, brown wool rugs, 7212lt, serviced every year, MoT expires May 2020, owned 12 yrs and no expense spared, call for full list of work done 07999 864691, Essex

INTERCEPTOR



1972, 77000 miles, £34950, H-Series 7.2 litre V8, £20k+ mechanical recommissioning last year with rebuilt engine, suspension, cooling, clean MoT just issued, drives very well. 07917 234897, Stroud

LANCIA

DELTA



1993, 88751 miles, £42250, All original, fully badged, original engine (not boosted), no accident damage, no rust, under coated, full service history, runs and drives great. 07765 047276, Wilmslow

FLAVIA



1967, 61000 miles, £40000, Rare Kugelfischer mechanical injection powered 1800 cc flat 4, only 5 produced in RHD, MoT'd, restored 3 years ago, 4 previous owners. 01206 543828, Colchester

LAND ROVER

SERIES 1 88 INCH



1957, £8,750, Excellent chassis bulkhead. New springs, shocks etc. New tyres. 2 litre petrol, will start and drive. V5 in my name, tax class: historic, hard work done. 07484 325249, South West Scotland

109



1973, 75000 miles, £6250, Imported from Australia April 2019, very solid chassis/ bulkhead/doors, good all round bodywork, all complete and up and running, registered historical vehicle. 01424 843194, Bexhill-on-Sea

DEFENDER



1999, 92000 miles, £14500, Been in the same family since new and always well looked after, MoT till 31st May, excellent condition for it's age, drives beautifully, 100% reliable. 07791 350312, Teigngrace

FREELANDER



2002, 75011 miles, £3995, One of only around 11 still on road, becoming collectible as a future classic, garaged and SORNED over winter, will be getting new MoT in the next week. 07803 042618, Glasgow

RANGE ROVER



2002, 99312 miles, £7495, Very rare car. MoT till 3/12/20 with no advisories, outstanding condition inside and out, a much loved vehicle, service record, is used primarily for shows. 07831 142177, Nether Whitacre

SERIES III



1976, 500 miles, £7500, Fully rebuilt over 3 yrs, no expense spared, chassis rebuilt, new door, wheels, Parabolic springs, pro-comp shocks, M8000 warn with synthetic rope, LED spotlight + more 07595 783519, London

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SERIES II



1962, 7500 miles, £17500, 2004 recommissioned onto a galvanised chassis, complete restoration, all invoices £30k+ and manuals from over the years included, lots of extras, 235/70R BF Goodrich all weather tyres 07879 913983, Rochford

RANGE ROVER



1997, 165000 miles, £1950, Been stored for 3 years, head gaskets done last November, requires recommissioning, excellent bodywork, will make very good simple project. 01985 219489, Warmminster

SERIES III



1976, 56000 miles, £5950, Highly original, in very good unrestored condition, nothing more than routine maintenance required, cosmetically looks as it should, good tyres all round. 07813 650505, Bury Saint Edmunds

SERIES III



1983, 71513 miles, £13500, Nato green, new matching canvas hood, 12 months MoT, disc brakes, galvanised chassis, please call for further details 07905 316711, Newlyn

88



1983, 37000 miles, £6250, 12 months MoT Jan 2021, a good honest example, original chassis, some history well looked after, would make a great project, 3 more MoTs until MoT/tax free. 07835 915002, Hexham


DISCOVERY

1999, 12200 miles, £1650, Very good condition, long MoT, no chassis rot, cruise control but needs repairing, good wheels and tyres, tow bar fitted. 07767 610381, Walkern

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DISCOVERY



2000, 55761 miles, £3500, Low mileage, superb condition, Japanese import, 4 new tyres Dec 19, metallic maroon paint in excellent condition, FSH since 2016, MoT June 20 07747 843917, Welling

DEFENDER



1987, 135200 miles, £8700, MoT for 12 months from 16.2.2020, part service history with the vehicle, all the original parts, parts will come with vehicle, please come and see the vehicle. 07904 713967, Quedgeley

RANGE ROVER



1996, 169000 miles, £1600, Reliable and economic, owned this car from 12/2007, new tyres (there is no spare), is no rust or welding, MoT'd till June, clutch works A1. 07711 512637, Newcastle

SERIES III



1975, 61000 miles, £5500, Original, serviced & MoT Jan 20, owned 35 yrs, registered historic, rebuilt 20 years ago, structurally sound, dry stored 2010-2018 then lots of work done, 4 new tyres, totally functional 07901 822844, Y Felinheli

SERIES I



1957, 92000 miles, £17750, Completely original other than rear lights, owned for 18 years, very good condition, a reliable & fun vehicle to own. 07528 692233, Tolpuddle

RANGE ROVER 4-DOOR



1987, 121,000 miles, £12,900, ovno, Rare, 104 built very few survivors, part history, gold certificate from National Heritage Museum. Condition 2. Mot 11/2020. Smooth eng, auto 4 speed with overdrive. All spares from Famous Four. 07505 577955, Maidenhead

DISCOVERY 4.0 V8i GS 5 SEAT



2000, £2,899, Automatic, estate 4x4, 4.0 petrol, 5 door, electric windows, power steering, sunroof, abs brakes, tow bar fitted, stereo and cd player, air conditioning, alloy wheels 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

LONDON TAXI



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

LOTUS



1973, 56000 miles, £20000, Lovingly maintained throughout. Fantastic car, ready to drive. True classic with loads of style. MoT exempt, recent service. 07975995250, Fetcham,

ELAN



1972, 74000 miles, £25995, Restored at 67,000 miles, full body strip repaint, new Lotus chassis, engine rebuilt, new suspension, new wheels, tyres, new dash, excellent condition. 01482 329045, Hull

ELAN



1969, 9000 miles, £25000, Special edition, sits on galvanised Lotus replacement chassis, previous body-off restoration, very original specification, original service book, runs. 07766 562450, Gatley

MADISON



1987, 5108 miles, £8495, Ford based, chassis is well protected and in new condition, mechanically sound, currently registered in the Republic of Ireland, easily detachable tow bar. 00 353 833251361, Glenamaddy

MAZDA



2000, 77000 miles, £1495, With matching hardtop, 1.6 petrol, MoT till 8/7/2020, comes with hardtop cover and hangers, not mint but in good condition, please call for more information. 07811 462244, Penrhyndeudraeth

MX-5



1991, 63500 miles, £2600, Very rare, complete re-spray, 4x new tyres with 17" refurbished wheels, new brakes all round, fully serviced, electric windows (need attention) hard/soft top. 01268 762512, Wickford

MX-5



1992, 59000 miles, £2500, Electric windows, power steering, air conditioning, limited slip disc, blue mohair roof, glass heated rear window, no rot, no rust, original. 07778n147919, Whitstable

MX-5



1998, 13000 miles, £5200, One owner car, never restored or sprayed, no need for ground up restoration, miles may increase as in daily use, immaculate, lots of MoTs. 07749 842331, Limavady

EUNOS



1992, 70000 miles, £3950, Recommissioned ready for summer, been the subject of comprehensive works recently, imported in 2002, original condition, MoT to February 2021. 07922 124276, Norton Lindsey

MERCEDES-BENZ



1977, 118,000 miles, £8,500, ono, owned car for over 10 years, good condition, always kept in garage. 07727 716837, tyne and Wear

170DS



1952, Call for price(s), From Aus, history. V rare RHD diesel. Unmolested. Interior vgc, body sound will need minor repair. Starts OK many spares. Needs minor work. Disposing of collection. Other MBs also available. 07522 585643, South Glamorgan

200 PICK-UP



1985, 75,000 miles, £2,795, ovno, 2 litre petrol auto hearse converted. Two seats storage space behind. 73500 Underneath is solid and interior all good. Starts and drives well. Needs some work. Original wheels with car. 07522 585643, Cardiff

350SL



2005, 37,000 miles, £8,995, convertible with history, tellurium silver/blue coachwork grey leather interior, satnav, absolute stunning car 07831 409333, Essex

E220CE



1995, 96,000 miles, £2,950, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire

PONTON 190D



1959, 6,420 miles, V rare RHD diesel. Unmolested. Interior good, body sound minor detailing needed. Chrome ok except bumpers. Starts and drives well. Disposing of collection. Other MBs also available. View anytime. 07522 585643, Cardiff

240 DIESEL

1972, £8,000, Blue, auto, viewing highly recommended, no rot, original car, from California, very similar to car on TV advert go compare 07866 625716, Lancashire

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, as new, beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

350SL



1980, 45,000 miles, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, factory alloys, all old MoT's/invoices, recent full service 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

S320 CDI W220



2004, 121,000 miles, £2,750, LWB, extra legroom, fully loaded, e/heated seats front & rear, sunroof, cruise, FSR, MoT July 2020, unmarked interior & paintwork, top of the range, beautiful drive, 4 recent tyres, well looked after 0208 6604538, 07584 020272, Surrey

380SL



1983, 120,000 miles, £12,995, Open to offers. Alloys. Hard and soft top. Lovely to drive. Part exchange or swap considered. 07789 340597, Stoke-On-Trent

SLK



2004, 76,000 miles, Automatic, power steering, power steering, cruise control, heated seats, air conditioning, stereo and cd player, abs brakes, will come with a new MoT 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SL280



1995, 77,000 miles, £5,250, ono, convertible, hardtop included, full Mercedes service history, 8 months MoT, electric seats invoices, drives superb, well maintained car tel 07738 771398, Leicestershire

350SL CABRIOLET



1979, 112,765 miles, Hard/soft tops, manual, excellent condition, drives well, UK car delivery organised. 00 353 861518285, Ireland

AMG 320 SLK V6

2000, 84,000 miles, Open to offers, Finished in Silver, unmarked, all extras including hydraulic roof, all AMG components stamped, body, interior exhaust, black leather interior, all offers considered, best offer secures 01392 465403, Devon

AMG 320 SLK V6



2000, 71,376 miles, Open to offers, Finished in Silver, unmarked, all extras including hydraulic roof, all AMG components stamped, body, interior exhaust, black leather interior, all offers considered, best offer secures 01392 465403, Devon

SL500



1996, 81,000 miles, £15,000, Petrol, the vehicle is in good condition with no outstanding work, one previous owner, please call for more information. 01435 661331, East Sussex

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MGC ROADSTER

1968. Excellent condition with little use since it's professional restoration. Black leather, well sorted car in the original colours.



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AUSTIN HEALEY 3000 MK1

1960. LHD. Recent restoration plus worked through by our works. Running well. Detailed file. Full weather gear.



£59,950

TVR 2500M

1975 RHD. In superb restored condition and worked through by our works. Tan leather. Big history file. MOD.



£27,950

AUSTIN VDP PRINCESS 3.0 LTR

1964. Jersey car since 1968. Brakes, fuel system and commissioning work just undertaken. Drives very well, scope to improve. Grey leather. Mountain of spares also.



£9,950

JAGUAR E TYPE S3 V12 RDSTR

1972 LHD V12 Roadster showing 34000 miles. Worked through in our workshops. Primrose yellow with black leather, CWW, with matching hardtop, new tyres just fitted. Very good condition throughout.



£89,950

HILLMAN IMP CALIFORNIAN

1968. RHD. 49,000 miles believed genuine. Excellent original condition. Drives great. Superb car.



£12,950

MGC GT

1969. Recent mechanical overhaul and refresh. New tyres, new black leather. Good solid driving car. LHD.



£21,950

4¼ BENTLEY VDP PILLARLESS SALOON

1937. Rare car with good history and paperwork. Black leather. Drives well.



£64,950

PEUGEOT 205 GTI 1.6

1990. 57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



£12,950

FIAT 850 SPORT

1971. 903cc 4 Cyl. Same owner almost 40 years. Extensive & professional restoration undertaken plus commissioning recent works. 90mph car and fun.



£12,950

MGA 1600 MK2 ROADSTER

1962. Rebuilt with Stage 2 Engine, Supercharger, and 5 Speed Gearbox. Black leather, CWW, weather equipment. Drives great.



£29,950

FIAT 500L

1969. 30,000 KM's. new brakes, carburettor and Michelin tyres just fitted. Excellent condition inside and out.



£9,950

PORSCHE 911 CARRERA

1987. G50 gear box. Original Black paint and black leather. Big service just undertaken.



£39,950

FERRARI 512 TR

1992. Red over black leather. In excellent condition and just serviced with new cam belt. Available soon.



£129,950

MORRIS MINOR TRAVELLER

1965. New brake system just fitted. Superb condition inside and out. Red interior, V good wood. Showing 14,000 miles.



£12,950

PORSCHE 993 TURBO

1990. Jersey car, 2 owners and 14,000, Air cooled and AWD. Like new condition. Well serviced and maintained.



£139,950



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info@mercedesclassics.co.uk

230 SLK



2000, 71,713 miles, Open to offers, Finished in gleaming black, full stamped Mercedes history/service records, black leather, unmarked, all in working order, 17 UTO selector gearbox, MoT 12 months, best price secures 01392 465403, Devon

W123 AUTO



1977, 115,000 miles, £1,800, Open to offers, White, barn find, tax exempt/MoT, runs, drives, stops, interior very clean and tidy, interesting number plate. 07821 982225, Staffs

200



2001, 115,000 miles, £1295, 5 speed, genuine rust free example, full Mercedes main dealer history, current MoT till August 2020. 07881 461123, Kettering

SL-CLASS



1999, 83,000 miles, £17,995, Stunning, no expense spared since I have owned it, been ceramic coated and now the body work is perfect, inside has been recoloured, brand new set of mats. 07879452054, Hunstanton

SL-CLASS



1989, 67,000 miles, £39,995, Hard and soft top, owned this car for the last 24 years, summer use only, full Mercedes service history, recent new radiator, excellent condition. 01482 329045, Hull

SLK-CLASS



2001, 28,000 miles, £5,995, Immaculate condition, full Mercedes service history, been in my ownership for the last 12 years, only used in summer, special order interior, large history file. 01482 329045, Hull

450



1979, 63,400 miles, £21,950, Cream with Brown soft top and Cream hard top, genuine low mileage, fully documented, exceptional condition, service history record, always garaged. 07436 539900, Westbury-on-Severn

170



1951, 33,554 miles, £130,000, Full immaculate restoration, UK reg with V5 documents, most attractive, Cream leather interior, Black mohair hood and deep wool carpets. 07799 663650, Wellingborough

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SL-CLASS



2008, 89,000 miles, £18,500, Excellent condition, £1800 spent in the last 18 months, 517 bhp, please call for more information. 07860 383357, Otley

500



1984, 88,606 miles, £10,699, In the family since new, full service history, Mercedes-Benz Club valuation £10,300, paint work needs some attention, please call for more details. 01737 645348, Merstham

350



1973, 95,380 miles, £15,950, Hard top light blue, interior mid blue, with head rests, brand new hood, new water pump, very good condition all round, good reason for sale. 01514 267709, Rainhill

320



2003, 33,000 miles, £4,500, Beautiful, two owners, luxurious cream leather, walnut dash and steering wheel, MoT valid until September 2020, drives beautifully, full service history. 07808 033220, Tunbridge Wells

190



1993, 73,000 miles, £4,250, Limited Edition model, full MoT, excellent condition throughout, 8 hole alloy wheels with new tyres, waxoiled, ABS, original Blaupunkt sound system. 07831 345647, Otley

190



1993, 108,000 miles, £2,850, Unmarked black cloth upholstery and maroon overmats, ABS, lots of service/MoT history, excellent condition and 12 months MoT. 078313 45647, Otley

R129



1999, 89,400 miles, £7,495, 3.2 V6 facelift model, factory fitted extras, full service history with 11 service stamps, sold with 12 months MoT, lovely condition throughout. reg number included in sale. 07831 345647, Otley

230



1982, 112,735 miles, £5,495, Lovely modern classic, MoT up to 9th October (Passed with no advisory issues), will become tax & MoT exempt in 2 years time (March 2022), very reliable. 07957 447240, Harrow

SL-CLASS



1998, 90,000 miles, £9,800, Gorgeous, practically unmarked, no rust, de-badged with AMG alloys, new tyres, straight 6 engine, service history, MoT until Oct, grey leather heated seats. 07890 761238, Yatton

G WAGON



2007, 100,000 miles, £31,995, Ex Germany, recent full Mercedes-Benz inspection and service, leather upholstery, heated seats, beautiful condition inside and out, extra seating in the rear. 07802 150015, Ideford

SL-CLASS



1996, 81,000 miles, £15,000, Petrol, the vehicle is in good condition with no outstanding work, one previous owner, please call for more information. 01435 661331

W123



1984, 136,000 miles, £4,895, Rare five speed gearbox, MoT until October 2020, very good condition inside and out, can be insured for around £130 on classic car insurance. 07944 614343, Hartlepool

S-CLASS

1971, 30,000 miles, £4,000, Good sound body with super trim engine turns, the car is from long term storage, bores and pistons look good, timed up and now turns, this is a project. 07841 679358, Staindrop

SL-CLASS



1986, 220,000 miles, £9,999, Unfinished project, LHD, hard & soft tops, tan leather, undergone extensive restoration at considerable expense, problem with the engine. 01451 832591, Stow-on-the-Wold

W124



1995, 79,000 miles, £3,300, Owned by 1 family from new, FSH, always garaged, no rust, everything works, clean inside & out, MoT Aug 20, drives really well. 07840 092579, Dagenham

SL-CLASS



1988, 173,000 miles, £22,995, Service history file, HPI clear, owned for the past ten years, clean & tidy inside & out, galvanised body. 07989 792784, Margate

MG

MIDGET



1975, £2,200, ovno, 1975 mg midget 1500cc MoT/tax exempt, very good, bodywork looks good, drive superb, full length tonneau, sound investment 07885 768649, 07885 768649, Llandudno

B ROADSTER



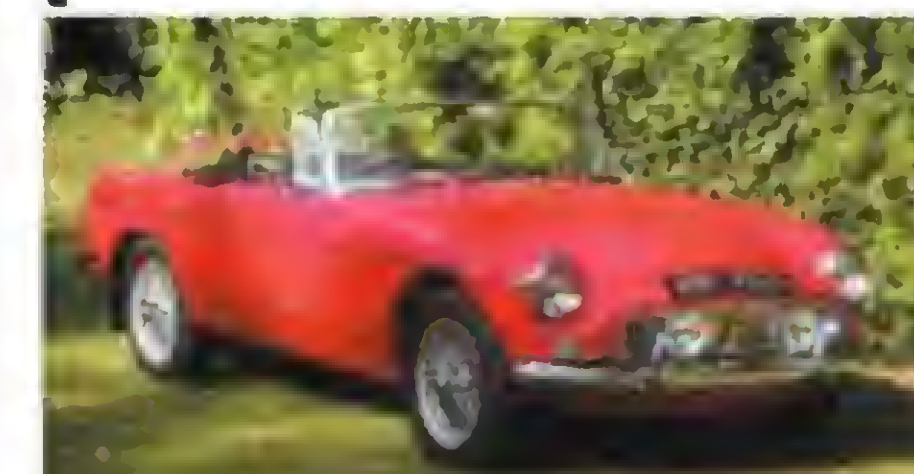
1970, 101,500 miles, £16,000, Manual, heritage shell, Minator wheels, braking and suspension upgrades, power steering, stainless manifold and exhaust, leather interior, new kingpins, mohair hood, serviced & MoT 07983 452221, Cheshire

B ROADSTER



1978, £4,995, Tax and MoT exempt, manual with overdrive, good wheels & tyres, for further information and photos please contact 07968 805758, Hampshire

C



1968, 97,000 miles, £23,995, Finished in tartan red with black leather, has the larger 6 cylinders 2912cc engine, tinted glass, chrome bumpers, motolita woodrim steering wheel 01202 709407, Dorset (T) www.panoramabay.co.uk

B ROADSTER



1969, 100,000 miles, £5,000, ovno, Primrose yellow. Black mohair roof. Black interior. Overdrive. Good condition with minor blemishes. No MoT or tax required. Private sale due to pending lack of storage. 07814 439494, South East Kent

TF



2002, 10,000 miles, £5,500, Grey, manual, immaculate cond, uprated brakes, engine bay struts, chrome hoops, reverse sensors, running lights, s/s exhaust, new battery, timing belt done, private plate not included 07903 821222, Lancashire

B GT



1974, 87,000 miles, £8,495, Finished in vermilion red with black trim, overdrive and chrome bumpers, good condition 01202 709407, Dorset (T) www.panoramabay.co.uk

MIDGET



1981, 2,600 miles, £10,995, Finished in black with black trim, 26,000 miles from new 01202 709407, Dorset (T) www.panoramabay.co.uk

MAGNETTE ZA



1955, 101,500 miles, £9,750, Overall good condition, interior re-trimmed, good runner, complete brake overhaul, runs and drives well, 2 previous owners, new t/chain tensioner. 077641 88791, Sawtry

A



1959, 999 miles, £45,000, Race car with FIA HTP, hugely successful, historic, built as new in 2014, multiple race and class wins, currently fitted with new 1850cc sealed engine. 07703 525024, Leavenheath

B



1971, 33,000 miles, £19,995, Stage two, 2.1 balanced engine, HS6 carbs manifold, 3 inch stainless exhaust, complete new interior and repaint, chrome wire, working overdrive, new tyres. 07850 781667, Chelmsford



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Indoor Viewing



1996 JAGUAR XJS 4.0 CELEBRATION CONVERTIBLE Finished in rare stunning white, with superb grey leather, fitted navy blue electric roof, 129k miles, superb polished alloys, fitted with all the usual refinements, service history, the car has been maintained regardless, this is a stunning car, must be seen to appreciate **£15,995**



1965 HILLMAN MINX DELUXE Quite rare being the 1725cc model finished in stunning tartan red, 90k miles comes with its original green buff log book original service and hand books, and a detailed day to day hand written service book, all old mots, this is a really superb car and must be viewed to appreciate how good and genuine this car is ... **£5,995**



1969 TRIUMPH 2000 MK2 manual over drive matching numbers car, one previous owner 47000 miles, fitted webasto sunroof, alloys, comes with original wheels and trims, cigar lighter never been used, finished in stunning rare laurel green, with unmarked trim, all panels are arrow straight and factory fitted, un welded floors, rear bumper could do with a re chrome, other than that this is a stunning unmolested example..... **£8,995**



1981 TRIUMPH SPITFIRE 1500CC finished in vermilion red 4 speed manual, 69000 miles, this is a stunning highly original rare unrestored car, no signs of horrible welding, has never had a full respray, which is rare for a 40 year old spitfire, still fitted with its factory sound-proofing under bonnet and bulk head which is rare now days **£8,795**

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Jensen Interceptor Convertible, 1952, One of only a few ever made, 4 litre, manual, with Rally history. Outstanding original condition £69,950



1977 Aston Martin V8 Series III S Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburettors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCS Engine Number V/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



Jaguar XJ6 1969 Series 1, 2.8 Auto, Starts and Drives well, Good brakes and steering, MOT ran out a while ago, Silver with Red Leather, in need of restoration £2950



Datsun 240Z LHD, rare Auto. This is in excellent condition £18,450



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non-original engine £29,750



Citroen DS 2.0 D super, 1971 UK RHD, 3 keepers from new, Looks and Drives very well, Tax and MOT Exempt, however it is MOT'd £10,750



1950 Packard Eight. This great car is the last of a collection I bought and will make someone a fabulous 1950s classic. It was bought new in Texas and then shipped to the UK in 1989 and has only had 2 long term owners since it's was imported. The body is in amazing condition. £9750



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/Ex Welcome



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £6750



Citroen Traction LHD, good condition throughout £12,750



Jaguar MK 9, Two tone, in nice condition, needs some restoration £9750



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £11,450



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £29,750



Jag MK 2 Big bumper, 3.4 in Red with tan interior, Makers oil pressure, very original. £14,950 delivery possible



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £19,950



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £6950

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1965 JAGUAR Mk2

ENGINE 3781cc/6-cyl/DOHC **POWER** 220bhp@5500rpm **TORQUE** 240lb ft@3000rpm
MAXIMUM SPEED 120mph **0-60MPH** 9.8sec **FUEL CONSUMPTION** 15-21mpg
TRANSMISSION RWD, 4-speed man + o/d **MoT** 12 months from sale **ODOMETER** 54,539 miles

WHAT'S IT LIKE TO DRIVE?

This feels like a Mk2 should, with an enthusiastic murmur from the 3.8-litre straight-six, a consistent 50psi on the cruise once warmed up and no signs of misfiring or lumpy power delivery. The clutch is a little heavy but works well enough, all four gears engage with no crunching or whining and the overdrive kicks in with no hesitation. There are no clonks or rattles over potholes and the steering has a light, consistent feel with no sloppiness or signs of play. It was a little slow to start – possibly due to recent inactivity – something to check if you're taking it for a test drive.

BODYWORK CHECK

The Old English paint is in generally good order with a consistent finish and no signs of bubbling, cracks or microblistering. The chrome on the radiator grille, brightwork and bumpers is well finished, too, with no dents or signs of pitting. All the lights work correctly and aren't cracked or letting moisture in. The only real let-down are the 15-inch wire wheels, which are let down by a build-up of brake dust and

EXTERIOR
Very good paint
Wheels need TLC

INTERIOR
Recently refurbished
Very good throughout
MECHANICALS
Upgraded fuel
and ignition
components

grime and would benefit from further cosmetic attention. They are, however, shod with matching Mabor General tyres in good condition.

HOW'S THE INTERIOR?

This is where it's most apparent that this Jaguar has been refurbished – the red leather trim on the seats, centre console and door cards is in excellent condition throughout, with no marks, tears or creases. It's the same story with the Beechwood dashboard trim, which has an even, mark-free finish and all of the instruments and switches work as Browns Lane intended. There are some minor scratches in the wooden door cappings and some marks and discolouration to the

passenger seat fold-out table, but the carpets and headlining are in good order.

UNDER THE BONNET

The double overhead-cam 'six' appears to have been well looked after, with no signs of any oil seepage and a look at the dipstick reveals that the engine oil is at the correct level, with a healthy golden colour. The car also comes with a healthy stash of paperwork, including a Jaguar Heritage certificate and a long list of old MoT certificates confirming the car's mileage. A quick flick through the receipts reveals that it's been treated to electronic ignition, polybushed suspension, a Viper ignition coil and an upgraded fuel pump.

THE CCW VIEW

There are cheaper routes into Mk2 ownership, but this is worth a look on account of the work that's already been done to it and the way it drives – and we've seen restored 3.8s advertised for a lot more. It's not entirely factory-spec, but perfect if you're looking for a Mk2 to use and enjoy regularly.

David Simister

✓ **PROS** Drives well, overall condition, history
✗ **CONS** Not one for fans of patinated originality



Excellent throughout, bar some wood trim blemishes. 3.8-litre 'six' has electronic ignition and a new fuel pump.

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0151 653 0100, classiccarswirral.co.uk

WANTED

MGB GT V8

factory built. Any condition considered

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1981, 85000 miles, £6950, Nice looking car, VGC, been in storage for a couple of years & requires light restoration, engine runs well, interior in good condition, SORN. 07708 754321, Clapham



1953, 90786 miles, £22500, Owned by the same family for over 30 years, in good condition, ready for a new owner to enjoy this summer, been well maintained by MG Specialist workshops. 01579 351034, Callington



1979, 95000 miles, £7950, 2 owner car (original MG owners club car for over 35 years), in excellent condition, floors and sills are all in very good condition, original interior, MoT Sept 20. 07885 985466, Coventry



1967, 0 miles, £9750, Beautiful condition, 30 year history. Superb engine, gearbox, overdrive. Tonneau, S/S exhaust, period radio, Moto-Lita wheel, new clutch. 01932 953435

B GT
1972, 66400 miles, £4995, Excellent gearbox and steering, servo fitted, sunroof, mileage not documented, some history, very tidy interior in dark blue leather, tax and MoT exempt. 07971 048682, Ringwood



B GT
1972, 2076 miles, £5250, Very good condition, black leather interior, refurbed Rostyle wheels, good chrome, reconditioned engine in 2013, tax and MoT exempt, runs and drives well. 07768 047070, Egham



TF
2002, 10160 miles, £5500, Immaculate, MoT August 2020, 11 spoke wheels, full service history, timing belt done, private plate not included, LED running lights, 4 pot brakes. 07903 821222, Rochdale



B GT
1968, 77000 miles, £12500, Exceptional condition throughout having been fully restored from a solid, mainly rust free example, virtually in the same condition, garaged, MoT'd every year. 07962409689, Rhyl



B
1970, 44000 miles, £5500, OE, wire wheels, complete car, runs fine, a good simple project for someone, very little work required, currently garaged. 07501 675517, Boldron



B GT
1978, 81000 miles, £9500, Not concours, cherished MG number plate, genuine miles, as new tyres, leather interior, carpet, brake pipes, Waxoyled. 07931 699103, Sidcup



1100
1963, 3000 miles, £8500, Incredibly rare, complete under body/ stone chip and 90% body respray/primed and waxoyled door interiors, 5 brand new tyres, full history file, tax exempt. 07503 050807, Liverpool



B
1966, £10950, Black interior, engine and gearbox re-built, body work rust free and resprayed, bright chrome work, Miniilte wheels, hood and tonneau. 01367 253205, Lechlade

B GT
1971, 21,000 miles, £1,950, No offers, OD, Webasto/SR red boot floor/ tailgate, almost like new-both rear 1/4 panels show no sign of repair or rust, some surface rust. but lots of red areas to view 0113 2893050, Leeds



B GT
1980, 52,000 miles, £10,000, No offers, Brooklands green in excellent condition, must be seen full service history. 36 motis. 07468 460722, 01833 660366, North East



MINI
COOPER
1990, 17200 miles, £15950, Completely original, one of only 1,050 produced for the UK, chrome grille and bumpers, body coloured door mirrors and wheel arches, sunroof. 07469 882023, Groombridge



MARK I
1966, 72724 miles, £9950, Body work in excellent condition, interior needs a little restoration, mechanically runs well and perfectly usable, had continuous MoT until Nov 2018. 07801 871630, Abergavenny



CLUBMAN
1981, 9013 miles, £15000, Fast road spec, unique hand built vehicle, head turner, fantastic performance, undergone a full body restoration, interior has been restored. 07740 918255, Old Sarum



COOPER
2003, 120000 miles, £4395, Fitted with a huge options list, leather interior seats and trim, totally refreshed mechanically, remote central locking, adjustable steering column, carpet mats. 07775 995098, Chalgrove



SPRITE
1993, 41000 miles, £5250, 1 year's MoT, service history, good condition, new rear sunshine frame, Mini owners hand book, please call for more information. 01458210129, Ashcott



MARK I
1963, 5301 miles, £19990, Ground up restoration 10 years ago, immaculate condition & a one off special, comes with custom made £3000 new spare gearbox. 07885 777757, Holme Lacy



COOPER
2002, 90000 miles, £2500, Full extras, early example, stored, not driven in winter, MoT Feb 21, FSH, some spares included with the sale, nearly 18 years old completely original. 07796 933103, Farnham



MITSUBISHI
FTO GPX MIVEC
1999, 77,500 miles, £2,995, Auto, genuine ralliart, original papers/full history, Drager exhaust supplied by Ralliart, non standard 18" wheels, drives superbly, unique reg, V6 FTO 07811 649814, Essex



GTO
1991, 57,000 miles, £10,000, Auto, service history, very good condition, 4wd, with overdrive, please call 01323 485200, East Sussex



MORGAN
PLUS 4
1991, 24,000 miles, £24,950, ono, Connaught Green with Stone leather interior. New stainless wire wheels plus new tyres. New aluminium radiator and head restraints. Stainless exhaust, luggage rack and badge bar. Excellent condition 07850 782687, West Yorkshire



PLUS 8
1997, 6000 miles, £35995, Immaculate, has had a full service, ready to be enjoyed, walnut dash, chrome wheels, tyres like new, spare wheel cover, matching roof cloths like new, lovely. 07936 229731, Albee



PLUS 8
1978, 35451 miles, £35750, Cream leather interior, MoT'd September 2020, Offenhauser manifold, sports exhaust, new clutch, new brakes, any inspection welcome. 07786 088411, Motherwell



MORRIS
TRAVELLER
1900, £8,995, ono, 1968 Morris Traveller, extensive history full MoT matching numbers, professional restoration with invoices old MoTs going back to the 1980s please ring for information. 07562 982987, Lincolnshire



ITAL PICK-UP
1984, 23,000 miles, £7,950, ono, very good condition, has had new radiator water pump stainless exhaust rear cylinders shoes original jack drives like new needs to be seen. 01726 74528, 07961 706500, Cornwall



MARINA 1300DL SALOON
1973, 51,000 miles, £3,450, ono, Limestone Flower Marina. Just had professional mechanical refurb. Excellent driver and runner. MoT Nov 2020, historic Tax. No sensible offer refused. Any inspection welcome. 07713 078349, 0161 7474870, Manchester



SER 2 MINOR
1954, £11,000, ovno, Rust free original body and interior every mechanical part is new large history file please phone for full details to much to list this car is brand new mechanically, engine alone cost 3000 01279 734789, Essex



TWELVE SERIES THREE
1940, £9,000, ono, Rare 1940 Morris 12 Series 3. One of the last produced. Overhauled 1546cc. Overhead valve engine, Hydraulic brake. Retrimmed. Generally a very good example of this rare model. Used Regularly. 07516 314006, Hampshire



8 SE 918CC
1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk



8HP FAMILY SALOON
1933, 68,000 miles, £9,950, Blue/Black, manual, rare, restored, hydraulic brakes, new tyres, leather interior, new carpets, headlining, running well. 0191 4140768, Durham



MINOR 948CC
89,000 miles, £5,499, 4 New wheel cylinders, water pump And by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for his age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk



8
1937, £6,950, ovno, Much loved car owned for last 26 years new brakes, leather interior new carpet lovely prewar car and very reliable 07816 006708, Twickenham



MORRIS MINOR
1959, £5,500, ovno, Four new wings, bare metal respray. 1098 gold seal engine. Disc brakes, mini light wheels, electronic ignition, electronic fuel pump. Full leather Ka seats 07841 094252, West Yorkshire



MINOR 1000
1964, 30,472 miles, £4,999, Work Includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk



1100
1968, 53000 miles, £2995, Delightful, fresh MoT certificate which expires June 16th 2020, never let us down, extensive history file, bodywork is now in good condition, car is garaged. 07921 853482, Ramsey



MINOR
1932, £13000, Superb, is still in very presentable condition with lovely patina, very rare, looks very attractive, an eye catcher, runs well, would make a first time classic. 01747 852754, Motcombe



MINOR
1970, £3250, H reg, orange plastic seats, MoT and tax exempt, always garaged, original showroom brochure, please call for more information. 07895 675851, Hinton Saint George

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1963 VOLKSWAGEN CAMPER TYPE 2 German built RHD split-screen, 1600 cc twinport engine, Minnow Fish carb, 1303s gearbox, body and interior need attention, underside solid, runs and drive well.. **£13,750**



1937 AUSTIN 12/4 LIGHT ASCOT very good body and chrome, lovely original interior, new carpets, working sunroof, fitted trunk, running very well with decent performance, good history..... **£6,750**



1935 AUSTIN SEVEN RUBY very good paint and chrome, solid underneath, running and stopping very well, recent new tyres and battery, re-upholstered, sunroof, some history..... **£6,250**



1960 VOLVO 122S very good throughout, rebuilt B16 engine, lovely interior, recent carbs rebuild and MOT, spares..... **£7,950**



1954 AUSTIN A40 SOMERSET very good paint and chrome, re-upholstered, new headlining and carpets, running beautifully, electronic ignition, engine and brakes overhauled, huge history file..... **£5,950**



1968 MGC GT recently restored to high standard, superb in Grampian Grey, new red leather interior, Webasto roof, engine rebuilt, new clutch, radiator, fuel tank, history, MOT..... **£20,950**



1938 AUSTIN BIG SEVEN six light, four door example, recently toured France, drove 50 miles to us, sound body, good interior, sweet engine, history..... **£5,750**



1985 BMW 320i BAUR CABRIOLET restored in 2018, brakes and suspension overhauled at same time, good service history, recent DAB radio..... **£3,950**



1977 LAND ROVER SERIES 3 very tidy straight example, sound with very good paint, excellent interior, running well, nice reg., V5C..... **£9,750**



1975 TRIUMPH TR6 lovely in French Blue, restored by Rawles Motorsport, excellent body, paint, interior, and hood, hardtop available, extensive history..... **£19,950**

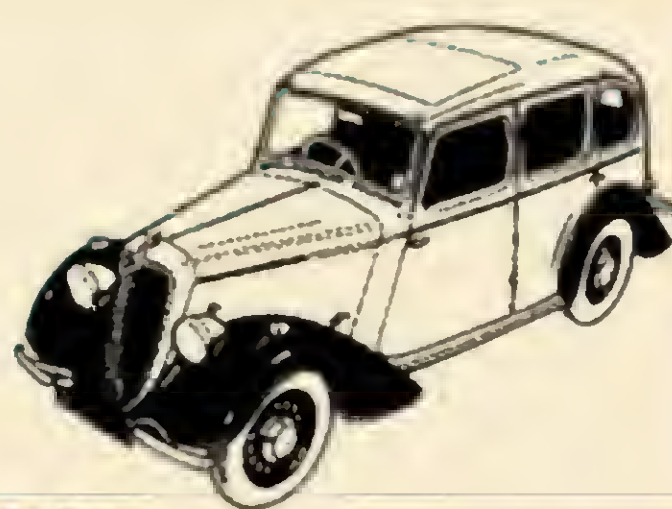
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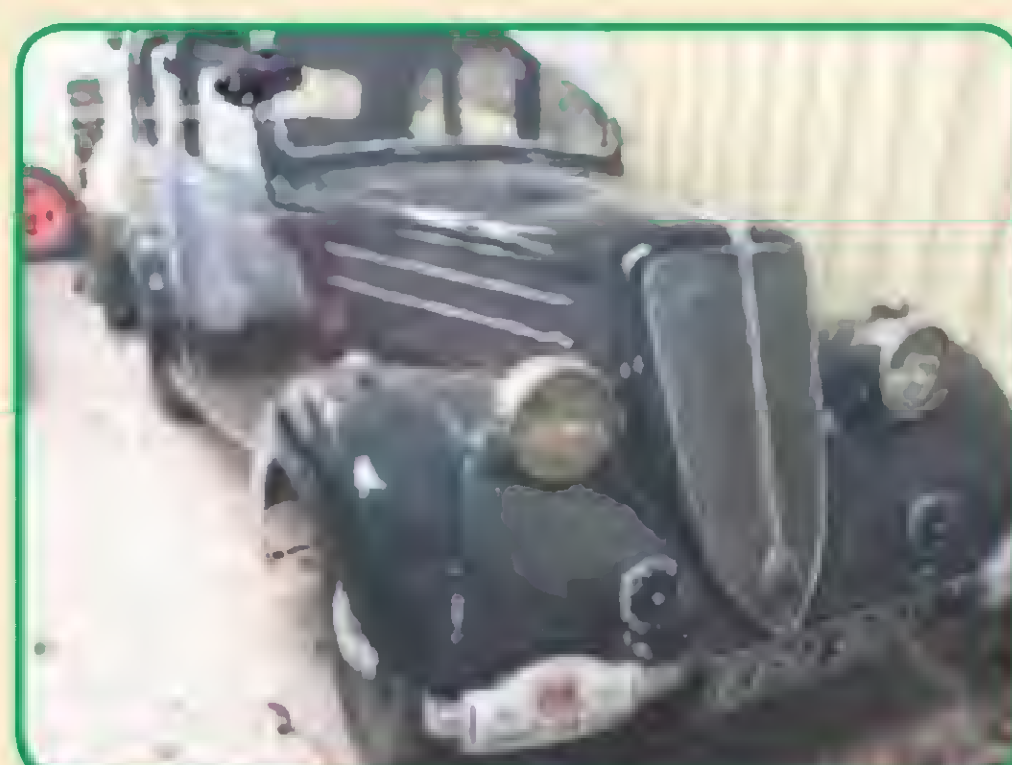
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4 door saloon, ideal wedding car.
£10,500



1937 Jowett 10 4 Cylinder
Rare vehicle, maroon with beige upholstery, sale due to bereavement.
Centrifugal clutch fitted.
£12,950



1949 Jowett Javelin
New upholstery, Art Deco dash
£8,950



1948 Jowett Bradford Utility
Six light, in Catalina tan.
Original rear quarter bumpers on
£8,950

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CHASING CARS

1991 MERCEDES-BENZ 300 SL-24 (R129)

ENGINE 2962cc/6-cyl/DOHC **POWER** 228bhp@6300rpm **TORQUE** 201lb ft@4600rpm
MAXIMUM SPEED 134mph **0-60MPH** 8.6sec **FUEL CONSUMPTION** 19-24mpg
TRANSMISSION RWD, five-speed automatic **MoT** August 2020 **ODOMETER** 45,306 miles

WHAT'S IT LIKE TO DRIVE?

This SL is a joy to drive. The 3.0-litre 24-valve engine might lack the sheer grunt of the V8 and V12 models, but it's smooth, tractable and untemperamental. The five-speed auto is equally user-friendly, the power-assisted steering is light and precise, the brake pedal has a pleasingly progressive feel and the brakes bring the heavy SL to a halt in short order. The ride is firm but never harsh and there's a distinct absence of rattles and thumps, even on poorly metalled road surfaces.

BODYWORK CHECK

The Signal Red paint is in generally very good condition bar a scuff to one corner of the front bumper and another on one of the plastic lower side panels. The electric soft-top is in fine fettle and raises and lowers smoothly, but there is some age and use-related wear to the hardtop's seals, plus a small area of peeling lacquer. The vendor has since advised that the latter, plus the aforementioned scuffs, have now been remedied. The 16-inch alloy wheels are in good condition and shod with well-treaded 225/55 Nexen tyres.

EXTERIOR

Very good paint and bodywork

INTERIOR

Excellent condition Everything works

MECHANICALS

Drives superbly, Clean and tidy engine bay

HOW'S THE INTERIOR?

The condition of this SL's interior certainly belies its age, an impression that's reinforced by the total absence of rattles and creaks from the trim when on the move. The seats, carpets and overmats are all in great order, with little or no wear. Stains, rips and tears are likewise noticeable only by their absence and there's no obvious evidence of past or present water ingress. The dashboard, door cards and roof linings (of both the hard and soft tops) are also in fine condition, as is the carpeted boot area. The electric windows, door mirrors and seats all work without fuss and the same is true of the switchgear and period-looking radio/cassette unit.

UNDER THE BONNET

The engine bay is clean and there's no evidence of rust or fluid leaks. No service history is available, but there are a number of MoT certificates dating back to 2008. Checking those in conjunction with the online history (from 2006 onwards) shows that the car has only covered 15,000 miles in the last 14 years, and just 750 in the past three years. Moreover, the records reveal a history of passed MoT tests, with no failures and few advisories over the same 14-year period. Given the lack of history, it's worth noting that the SL's camshafts are chain-driven, so there are no concerns about missed or overdue cambelt changes.

THE CCW VIEW

Don't be put off by the lack of service history because the recorded mileage is backed up by the MoT history and the car's excellent overall condition. It looks great inside and out, and drives even better. The asking price is at the upper end of the range for this sort of car, but commensurate with the condition.

David Milloy

- ✓ **PROS** Excellent overall condition, low mileage
- ✗ **CONS** Lack of service history, not the cheapest R129



Typically massive wheel dominates clean interior.



Disappointing history is one of very few drawbacks.

BUY IT FROM Peter Vardy Heritage, 20C Seafield Road East, Edinburgh EH15 1ED. 0131 322 6712, petervardy.com/heritage

MINI



1975, 52000 miles, £9450, Spanish built, one of only 5000 built and one of the rarest, numbers match in great usable condition, floor original and solid, panels are very good as is paintwork. 07768 100600, Shepperton

MINOR



1964, 100000 miles, £3800, Original Powder Blue leather interior in very good condition, regularly maintained, had a reconditioned engine fitted several years back, new battery, runs beautifully. 07834 185419, Halstead

EIGHT



1937, 120 miles, £8500, Since 2017 this car has had much money spent on it, 5 new tyres, seat squabs re-trimmed, not using the car and have another project so space is needed. 01267 282967, Trawsmawr

MINOR TRAVELLER



1968, 101000 miles, £8995, Been in the same ownership since 2004, wood work in nice condition with recent varnish, lovely condition externally and underneath, recent full service. 07562 982987, Lincoln

1000



1970, 80571 miles, £5250, Cream, brown canvas roof, good condition, garaged, current MoT, full owners history, saleable number plate, ideal for weddings, proms. 07812 059692, Dorchester

MINOR

1960, 23700 miles, £5250, 2 door saloon, stored for last 35 years, in good all round condition, recent complete brake overall, new fuel pump, new battery, perfect runner. 07989 054522, Oxford

NG

TC 1800



1972, £8,500, Beautiful sports car. Tartan red over black. Original reg. Many new parts: 15" spokes, springs, alternator, radiator, hubs. Current MoT. Carefully maintained over 20 years. 07802 812124, Glasgow

NISSAN

FIGARO



1991, 55,000 miles, £4,500, 1.0 auto, lapis blue, MoT Jan 21, good condition, new tyres, garaged, owner driver last 7 years 07903 750902, Birmingham

SUNNY 1.6 GSX AUTO



1990, 51,000 miles, £1,750, 5 door, totally original even the carpet, mats and mud flaps, new MoT, full service history, no rust, superb condition inside & out, only 6 left on UK roads 07970 873049, Devon

PEUGEOT

205 MARDI GRAS

£1,295, ono, 1.6, auto 4 door, amazing original condition, pale blue matching interior, original mats, all original car, lady owner from new, full service history 01202 920154, 07591 494230, Bournemouth

205



1990, 105000 miles, £7500, Regarded as one of the best hatchbacks ever made, paintwork looks great, glass is in excellent condition, very clean car, HPI clear, 12 months MoT, thousands spent. 07852 868971, Wednesbury

PORSCHE

911



1999, 131,000 miles, £12,500, Open to offers, Carrera 4 convertible. MoT January 2021. service history, silver, 6 speed manual 07971 245162, Northumberland

924 TURBO S2



1982, 74,000 miles, £7,250, ono, 4 prev owners. MoT Sept '20, no advisories. 26 stamps in book. New Pirellis. £1000 recent spend in serv and belt.No mech issues, but lacquer peel, and seats tired. Cheapest in UK. Only 50 left!! 07940 540516, Manchester

944 S2



1990, 144,890 miles, £7,500, For sale as not being used.This is the 3 litre non turbo version.The engine is very strong and pulls well.Body is in good condition. Full leather interior. 07827 226564, Bucks

911 (996)



1999, 38,000 miles, £18,000, Auto, C4 tiptronic S, 1 reg, MoT Oct 2020, FSH, no texts 07541 310419, Lincolnshire

911



1977, 65000 miles, £39995, 2.5 year nut and bolt rotisserie, purchased in 2016, restored 2016-19, imported from California so totally rust free, well cared for mechanically, MoT/tax exempt. 07976 440110, Solihull

CAYMAN



2006, 69300 miles, £14250, Car has a full service (OPC and independent) history, next service due May 2020 (minor), everything on car is standard, lots of history with the car. 07730 313333, Weston-on-the-Green

996



2002, 80000 miles, £16955, Lovely original and very well maintained, 3 previous owners, owned since 2013, bills for all repairs and upgrades, all MoT's and services, private reg available. 01756 748715, Gargrave

911



1972, 72000 miles, £89995, Vehicle was restored between 1997-2000, Porsche Certificate of Authenticity, invoices and photographs available, presents extremely well. 07798 573422, Hartfield

996



1999, 90000 miles, £19995, Beautiful, will be sold with new MoT, I have done absolutely everything mechanical and operational, brand new hood with glass insert. 07802 150015, Ideford

964



1990, 127000 miles, £28500, Linen leather, has CUP options, top end rebuilt at 90000 miles, new brakes, perfect mechanical condition, been sitting, loaded including a/c. 07463 938393, Shanklin

930



1988, 94000 miles, £85000, 930 Turbo in excellent condition. Please call for further details. 01743 249103, Shrewsbury

RELIANT

SUPER ROBIN



1981, 40,705 miles, £3,500, ono, Very late model Robin in a rare colour and spec, rebuilt 2 years ago, galvanised chassis, mot'd until 2021, call for more details 01924 820029, Yorkshire

SCIMITAR



1972, 4843 miles, £7500, Virtually everything replaced, re-conditioned or re-built, well maintained solid classic, comes complete with history file, workshop manual and spares. 077313 01943, Abersoch

RENAULT

21 GTD



1989, 130,000 miles, £1,100, Manual, known vehicle from new, owned since 1992, good condition, in use to keep running order 01787 237749, Essex

4TL



1989, 79,000 miles, £7,995, Amazingly rust free original cond, LHD, much admired, lovingly maintained, regularly serviced, runs superbly, toured in France trouble-free very reluctant sale, new MoT, true practical classic 0208 9425151, Surrey

RILEY

ELF MK3



1968, £7,995, recent lightly recommissioned and MoTd Yukon Grey and Snowberry White featured in CCW and PC magazines, an older restoration, however no expense spared since 07944 541864, Luton

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ROLLS-ROYCE

SILVER SPIRIT



1983, 54000 miles, £12000, 4 door, 6.8 litre, original condition inside and out, private sale. 00 353 879431582, Co. Donegal,

SILVER SPIRIT



1986, 71000 miles, £9850, Original, beautiful example, private plate being sold with vehicle, 4 previous owners, 3 keys, full service history, MoT 9/6/2020, original brown RR hand book. 07976 566375, Carronshore

ROVER

100 KNIGHTSBRIDGE



1995, 30,800 miles, £1,500, No offers, SE, excellent condition inside and out very low mileage with long MoT, Sept 2020; great starter, classic or daily driver priced to sell 07763 602201, Kent

P4 100



1960, 1,500 miles, £15,500, ovno, The car has undergone a body-off restoration. Resprayed in the original colours. Re-upholstered and trimmed. Re-chromed. Over £11000+ in parts fitted. MoT Oct 20. Full photographic record of project. 01933 681197, Northants

75 CONNOISSEUR 1.8 PETROL

2003, 45,000 miles, £1,200, Metallic green, manual, dry stored due to bereavement, will come up like new condition with a wash, starts first time, runs as new, very low miles 01706 524917, Lancashire

90 P4



1955, £3,600, ono, Has had an earlier restoration, still in lovely condition apart from some blistering on passenger door + some rust on bumpers. Underside + interior lovely condition, phone for more details 07751 784773, Birmingham

P2



1937, 70,000 miles, £9,575, ono, 2 tone Blue, manual, fully restored, good condition for year, may part exchange for large car P5. 01709 813095, Yorks

P6 V8 AUTO

1972, 77,741 miles, Open to offers, White, auto, black leather interior perfect, body work excellent, show/wedding car, 2 owners from new, will need some odd jobs doing, sensible offers only 01305 861152, Dorset

P4 100



1980, 100,000 miles, £7,999, The car was well used and looked after, 28 old MoTs, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

P4



1995, 81183 miles, £4500, Quick sale, a lovely running classic that needs a little bit of work to be perfect, five owners from new, seats are original, paintwork been resprayed around 2010. 07542 573919, Sunbury-on-Thames

MINI



1995, 120000 miles, £3000, Bought her as a project, every job done, no expense has been spared, new discs and pads, entire underside was cleaned, treated and coated, all spares with car. 073832 42944, South Normanton

P5



1965, 66328 miles, £11395, Spent many years at a museum with little use but was MoTd each year, appears to have been renovated in 2015, paintwork is good with no rust showing. 087 2720733, Nenagh

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1959 VW BEETLE 1200. 1 owner for 58 years. fully restored. Original panels. Amazing!!! **£22,995**



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1972 MORRIS MINOR 1000 8CWT VAN. 1275cc MG engine. Trafalgar blue. **£9,995**



1966 SUNBEAM TIGER MK1A. Ex Met. Police fast pursuit car. Fantastic condition. **£56,995**



1969 MGC ROADSTER. Recently restored. Oselli engine. Mineral blue. 73,000 miles. **£22,995**



1972 SUNBEAM RAPIER COUPE
In Caribbean blue. 52,000 miles. Great looking car. **£6,995**

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1976 TRIUMPH TOLEDO

ENGINE 1296cc/4-cyl/OHV **POWER** 58bhp@5300rpm **TORQUE** 68lb ft@3300rpm
MAXIMUM SPEED 91mph **0-60MPH** 14sec **FUEL CONSUMPTION** 25-30mpg
TRANSMISSION RWD, four-speed manual **MoT** 12 months from sale **ODOMETER** 107,342 miles

WHAT'S IT LIKE TO DRIVE?

The first turn of the ignition and full choke result in an immediate start-up and the engine settles within a minute. Light steering allows for easy extraction from its parking bay and first impressions are promising thanks to low clutch engagement and smooth gear selection. Performance around town is sprightly, steering is responsive with minimal play and ample feedback and the suspension copes with all but the roughest surfaces. The brakes do not require a heavy foot, a firm, high pedal assures confidence and the handling feels assured.

BODYWORK CHECK

There are few issues with the bright Carmine Red paint. There's one small touch-in to the rear of the front panel, plus a tiny blemish on the offside front wing. The panel gaps are even and an inspection of the underside reveals good floors that are solid and well-protected, courtesy of the 2009 restoration. Chrome is good all round, the bumpers show little wear and the wheels have been improved with fresh paint plus

EXTERIOR
Odd blemish but show-ready overall
INTERIOR
Original, needs little to perfect
MECHANICALS
Well-maintained
Drives correctly

new caps and trims. The glass is clear with recent window rubbers while the supplying dealer (Kelvedon) sticker remains in the rear window. The front grille, lights and lenses are clean and the tyres new.

HOW'S THE INTERIOR?

The car's first owner specified rear belts plus reclining front seats back in 1976. Four decades later those front seats are still in good order. The brown carpet has faded slightly around the gearstick but hasn't worn badly in the footwells. The roof lining has collected a few marks but remains taught and undamaged. There is a tiny tear in the front edge of the rear seat base and the door cappings are slightly sun-faded but the dashboard's

wood veneer finish is factory fresh and all the dials and switches operate correctly.

UNDER THE BONNET

There's a fair amount of road grime under here, but this should clean easily. Fresh silver paint has been applied to the rocker cover and the engine block shows no evidence of oil or coolant leaks. Electronic ignition wiring is well hidden and the BL factory stickers look very 'period'. The history file is comprehensive, detailing two long-term owners over 32 years with MoTs dating back to 1983. Invoices detail replacement parts that recently included an alternator, wiper motor and radiator, plus a brake overhaul and new petrol tank.

THE CCW VIEW

This example has been spoilt, especially over the past 20 years. The well-sorted drivetrain, solid shell and bright paint stand out – it's perfect for a newcomer to the classic scene, who could look to revive some faded interior trim and tidy the engine bay before enjoying all the attention at a local show.
Grant Ford

- ✓ **PROS** Cosseted, clean and solid, price
- ✗ **CONS** Dull engine bay, interior blemishes



Some carpet fade, but smart and highly original.



Engine bay could use a clean, but it all looks healthy.

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Red with Black trim, rare overdrive, weather equipment, original UK car, an extensive nut and bolt restoration in 2002 only covering 4,000 miles since, superb car. www.ah-classic-cars.co.uk (Trade). (SC 2884)

MINI



1991, 77100 miles, £4995, Rebuilt to original specification 3 years ago, driven only 1400 miles since rebuild, is in very good condition and drives well, no rust or rot at all. 07526 149555, Fulwood

P5



1966, 55000 miles, £8750, In excellent condition, many thousands spent, been owned by me for the last 15 years, had an overdrive rebuilt, recently had every part of braking system replaced 07507 792806, Epsom

METRO

1994, 56000 miles, £995, MoT 21/05/20, 4 owners, some history and spares, very good condition and runner, all spheres re-gassed by Hydrogas and Hydrolastic Services. 01543 671445, Burntwood

MINI



1994, 17655 miles, £6500, Rare, 1 previous owner, is an outstanding example, very unique due to its automatic transmission, great little runner, 1 year MoT, well kept. 07768 628100, Hampton

MINI



1990, 69128 miles, £2500, One of only 1,500 ever made in good condition, in need of some restorative work, owned for past 10 years, I bought it in 2010, no MoT, not been run since 2017 07807 056891, Cambridge

SAAB

900 XS

1992, On SORN 5 years, too good to break, cat converter, open to sensible offers 07904 908481, Cambridgeshire

9-3 2.0 AERO 2 DOOR



2004, 83,000 miles, £2,999, 4 new tyres fitted, sports aero body styling, larger alloy wheels, plus two tone leather seats. The car is described by the vendor as an exceptionally good looking car that runs and drives very well 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SINGER

GAZELLE



1962, 62,000 miles, £5,750, ono, for sale due to lack of use because of health issue Biarritz blue in vg condition Please call for more information 01372 373929, Surrey

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SINGER

VOGUE



1963, 66000 miles, £3000, I no longer have room to keep my beloved car, 1592cc, many new parts, receipts kept for work carried out, good runner and in good condition, some TLC to bodywork. 07854 670288, Coverack

SUBARU

IMPREZA



1999, 155000 miles, £5495, Totally original condition, underneath is mint and engine factory tuned, interior has no major signs of wear, recently serviced by a Subaru specialist, very fast. 07908 942110, Marple Stockport

SUNBEAM

ALPINE



1960, 1000 miles, £20000, Extremely rare, bare metal professional respect, new chrome wires / tyres and interior, drives extremely well, dry stored for 28 years prior to refurbishment. 07525 752324, Paignton

SUZUKI

VITARA



1995, 64310 miles, £1500, Very well kept, runs perfectly, MoT until March, excellent condition, starts on the button, all panels straight and undamaged, service history. 07944 651005, Wells

TOYOTA

SUPRA



1994, 132000 miles, £28990, Super red, beige leather, rare UK example, 2 former keepers, meticulously maintained by its subsequent owners, 30 service stamps. 07956 895877, Chelmsford

TRIUMPH

HERALD 13/60



1968, 137,000 miles, £1,900, Open to offers, The herald is currently a non runner due to a problem with the carburettor and it was last driven last September 07969 143531, Oxted

SPITFIRE 1500



1977, 36,923 miles, £11,000, Outstanding throughout. Fair amount of history. Hard, soft tops. Matching numbers. Heritage certificate. MoT. Rust free. Fully restored some years ago. Garaged. Inspection welcome. Ring for more pictures. 01924 825929, 07970 645749, West Yorkshire

TR4



1963, 3,560 miles, £17,500, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg. seats, bumpers etc. 07931 357630, West Yorkshire

TR4A



1965, 24,484 miles, £14,750, ono, USA car with RHD. Came to England in 80s. Solid axle model. Unused 5 years. I recently drove this car 120 miles with no issues, apart from slightly sticky brakes. A lovely car to drive and improve. 00 353862423263, Ireland

2000 ESTATE MK1

1969, £2,000, ono, Conifer green, very rare & usable classic, MoT and tax exempt, not a show car but used regularly and ready to go, auto 0121 7332369, West Midlands

TR5 1969



1969, £74,995, Restored and maintained to concours condition, this car has won more concours events than any other TR5, extensive collection of trophies, outstanding history, if you want the very best V5 this is it 01487 842168, Bedfordshire (T)

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TR6



1976, £16,495, Inca yellow with overdrive, an unbelievably original body/chassis, converted to RHD in the early 90s in a very professional manner, outstanding history file, hard to find a better one, tuned engine 01487 842168, Bedfordshire (T)

TR7



1980, 63,000 miles, £3,000, Manual, soft top, good condition, dry use, MoT no advisories, runs well, no marks, need garage space hence sale please call 07858 208872, Sussex

GT6



1972, £10,750, ovno, Hillclimb engine, very powerful, call for extensive build list!! Needs to be seen! Good body work, very nice car indeed. 07882 969747, London

TR6



1972, 72000 miles, £16950, A very original and unmolested car, was Ziebarted (rust treatment) from new, remains in sound condition, dry stored for the last 35 years, recent full service, MoT. 07860 361268, Ipswich

GT6



1968, 110000 miles, £14000, Great example, £7000 spent in last 18 months, has current MoT, lots of extras you wouldn't expect, recent full tune, battery voltage gauge added. 07722 247728, Dartford

STAG



1973, 46000 miles, £12750, Very good condition, no visible rust, sounds great, new hoses throughout, lovely to drive, soft top works but a little stiff so light overhaul needed, no hard top. 07943 004312, Dunfermline

TR4A



1967, 60000 miles, £17500, Great condition, great paintwork, previous top to bottom restoration, treated and cared for underside body and chassis, no rust or corrosion, starts and drives well. 07990 755224, Buxton

DOLOMITE



1977, 89000 miles, £4900, Tax and MoT exempt, on the road used as a daily driver, never been welded, solid car, been stored away for years, full engine rebuild, runs/drives lovely. 07834 899621, Manchester

STAG



1977, 51000 miles, £12999, With history, last year the car was recommissioned by me as it was in classic car storage for some years, full service, very nice, presentable condition. 07930 348557, Southend-on-Sea

TR5



1968, 45500 miles, £52500, An original matching numbers UK car in outstanding condition, 10+ years of ownership, totally trouble free, maintained (regardless of cost) by EJ Ward. 01827 880091, Nuneaton

1500



1977, 36923 miles, £11000, Outstanding throughout, some history, hard & soft tops, Heritage certificate, MoT, rust free, garaged, fully restored some years ago. 01924 825929, East Ardsley

TVR

GRANTURA



1962, 305 miles, £25,000, Open to offers, Complete restoration, stunning in all respects, must be seen to appreciate, find another in this condition at this price, all offers considered please telephone for full details, price reduced 01745 342378, 07990 841093, Denbighshire

3000M



1977, 4751 miles, £15000, Excellent all round condition, immaculately presented, £1000s spent on a total refurb/rebuild of body, chassis, interior and mechanics, 2 sets of keys. 07497 889343, Sheffield



1972 TRIUMPH STAG PRICE £15,950 (T) TEL 01514 267709 (MERSEYSIDE)

Yellow, manual, black hard and soft top, a very large history folder with pictures of rebuild, body, interior, engine, full repaint to concours condition (SC 2919)

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1918 BUICK Model E-6-45 4/5 seat tourer, 4 ltr., 2 families owned.....	£21,500	1933 SINGER 9 Le Mans, 2-seat sports.....	£22,000
1920 VAUXHALL D-type tourer, super car with good history, 4 litres.....	£50,000	1934 ARMSTRONG SIDDELEY 15 hp Drop-head coupe.....	£32,000
1921 SUNBEAM 24 hp limousine by Cunard.....	£57,500	1934 MG PA Midget 2-seat sports, super history and correct.....	£37,500
1923 CADILLAC V8 Town Sedan.....	£30,000	1935 ROLLS ROYCE 20/25 Limousine by Park Ward.....	£35,000
1923 SUNBEAM 14 hp 4-seat tourer.....	£30,000	1935 TRIUMPH Gloria Vitesse Six Saloon, 2 litre Coventry Climax.....	£30,000
1924 ALVIS 12/50 SB open 2-seat ducks back replica.....	£25,000	1936 AUSTIN 16 York six-light saloon.....	£16,500
1924 RENAULT NN Berline, Light car eligible.....	£14,950	1936 RILEY 12/4 Kestrel Sprite saloon.....	£26,500
1925 MORRIS Oxford "Bullnose" 2-seat tourer & dickey.....	£15,500	1937 AUSTIN 7 Ulster Special, road or race, quick car.....	£25,000
1925 SUNBEAM 14/40 2-seat & dickey.....	£28,000	1937 AUSTIN 7 Hamblin Special, superb, frustratingly to small for me!.....	£25,000
1926 ALVIS 12/50 TG Ducksback, syncro, right-hand change g/box fitted.....	£35,000	1937 HUMBER 12 six-light saloon.....	£12,750
1926 STAR 12/40 Pegasus narrow body sports 2-seat & dickey.....	£34,000	1938 AUSTIN 7 Ruby.....	£7,000
1927 AUSTIN 7 saloon "Top Hat".....	£16,750	1938 MORGAN 4/4 2-seat sports.....	£30,000
1927 CROSSLEY 20.9 tourer.....	£39,500	1952 BENTLEY Mk VI "Big Bore" Standard Steel Saloon, super condition.....	£36,500
1927 VAUXHALL R-type 20/60 tourer.....	£34,500	1954 LAND ROVER 86 inch, series I.....	£16,800
1928 ALVIS 14.75 Beetleback.....	£46,000	1955 ALVIS TC21/100 "Grey Lady" saloon.....	£27,000
1928 FORD Model A tourer, 24 hp, ritgh-hand drive.....	£16,500	1957 AUSTIN A35 race car. Also road registered, Rallied in period.....	£25,000
1928 RUGBY Utility, built for export by Durant, bodied on import in S.A.....	£12,500	1957 ROVER P4 60 saloon.....	£6,800
1928 STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising.....	£45,000	1958 M.G. Magnette ZB 4-door saloon.....	£10,000
1929 ALVIS 12/50 TG Alvis Mk2 fabric bodied 4-door saloon.....	£27,500	1960 MG A 1600 Fixed-head Coupe.....	£22,500
1929 AUSTIN 7 RF fabric saloon, very nicely restored.....	£13,750	1964 LOTUS CORTINA Mk1 2-door saloon race prepared.....	£40,000
1929 HUMBER 9/28 saloon.....	£8,950	1964 MG B roaster early car with pull handles, O/d fitted.....	£14,000
1929 MG 18/80 Mk1 2-seat tourer & dickey seat.....	£86,000	1964 MORRIS Mini Copper race prepared.....	£28,000
1929 MORRIS Cowley 2-seat special.....	£15,250	1966 JAGUAR Mk II 2.4 saloon, manual, o/drive, new interior.....	£27,500
1929 SUNBEAM 16.9 Drophead Coupé by James Young.....	£34,500	1967 JAGUAR E-type series 1.5, 4.2 fixed head coupe.....	£80,000
1930 CROSSLEY 15.7 hp "deluxe" six-light saloon.....	£20,000	1969 MG C roadster, restored, rebuilt engine (500 mile) lightened balanced.....	£28,500
1930 HUMBER 16/50 Imperial 6-light saloon.....	£14,995	1971 LOMAX 3-wheeler, Citroen 2CV based open sports car.....	£7,800
1930 ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work.....	£48,000	1974 LAND ROVER series III, fitted with 90/110 military 2.5 diesel & O/d.....	£7,250
1932 ALVIS 12/60 TL Beetleback, restored and re-bodied 20 years ago.....	£48,000	1982 CITROEN CX series I 4-door saloon 2400 injection.....	£6,500
1932 AUSTIN 7 RN saloon, 3-speed, scuttle tank.....	£7,250	2001 MG F 160 Trophy, 43,000 miles, hardtop, trophy yellow.....	£5,500
1932 MORRIS Minor series I 2-seat tourer, total restoration, superb.....	£15,000		
1932 RILEY 9 Holbrook tourer, twin carb., newly rebuilt engine.....	£28,000		
1933 ARMSTRONG SIDDELEY Special, Burlington all weather tourer.....	£47,500		
1933 AUSTIN 18/6 Carlton saloon.....	£17,250		

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1990 VOLVO 740GL

ENGINE 1986cc/4-cyl/OHC **POWER** 112bhp@5400rpm **TORQUE** 116lb ft@3750rpm
MAXIMUM SPEED 114 mph **0-60MPH** 10sec **FUEL CONSUMPTION** 22-28mpg
TRANSMISSION RWD, four-speed auto **MoT** 12 months from sale **ODOMETER** 117,345 miles

WHAT'S IT LIKE TO DRIVE?

The car looks enormous with a seemingly bus-sized expanse behind you as it goes smoothly through its gears. It's quite high-g geared and cruises extremely well. It feels refined and not too thrashy at the legal limit. The power-assisted steering feels light but positive and the car takes corners well enough without major body roll. This is a heavy beast, but performance is more than adequate. The brakes are excellent – smooth, positive and powerful.

BODYWORK Expert welding underneath

INTERIOR
Good overall, bar a couple of minor issues

MECHANICALS
Smooth and refined throughout

and does nothing to suggest that the bodywork won't stand up to many more years of use.

of the dashboard, presumably where something was once attached, though all the instruments seem to work.

UNDER THE BONNET

Everything looks well-maintained in this extremely clean engine bay – there's hardly a speck of surface rust anywhere and the four-pot looks as good as it sounds. All the levels are topped up properly and all visible leads and wiring look immaculate.

THE CCW VIEW

Volvo 740s were famously built to last and this one remains in very good overall condition. It may be a relatively low-spec model, but it's very comfortable and a pleasure to drive. It's perhaps not an obvious candidate to spend the £2995 sitting in your classic piggy bank on, but it's definitely a flexible one. It could do a 250-mile motorway trip one day and spend the next transporting someone's wardrobe before attracting an increasing amount of interest at weekend classic car shows. All bases covered for less than £3000...

Nick Larkin

BODYWORK CHECK

This car is in generally good order. A couple of minor welding repairs underneath have been well executed and there isn't so much as a jot of rust. The sills and door bottoms are excellent and there's no rot around the wheelarches. The radiator grille and other limited chrome are unmarked, the wheel trims and tyres are good, with plenty of tread on the latter and there are no cracks in the bumpers. The tailgate is free from corrosion and opens and closes precisely with a reassuring clunk. Overall, this car feels extremely well built

HOW'S THE INTERIOR?

Everything, from the seats to the chunky and precise gear selector and indicator switch, seems chunky and built to last. All has survived well, as has the headlining, which hasn't sagged, but there are a few cracks in the plastic trim on the driver's door. The excellent Blaupunkt stereo is obviously a more recent fitment and as you might expect from a Swedish car, the heating system works well, clearing moisture from the windscreen with indecent haste. The rear seats fold as they should and the loading area is undamaged. There is a small abrasion on top

- ✓ **PROS** No rot, good value, potential daily-driver
- ✗ **CONS** Cracked interior door trim, low spec



There's little to criticise in the austere, but solid interior.



Tidy engine bay appears to have been well looked-after.

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VANDEN PLAS

1500



1978, 57000 miles, £5500, Beautiful, one of the best available, never welded and in beautiful condition inside, outside and underneath, now VED exempt, taxed and MoTd. 07947 899235, Hornsea

VAUXHALL

VICTOR FD ESTATE



1971, £3,100, ono, MoT Nov 20, Fitted Rover V8 & LT77 5 Speed box, in daily use drives well & no advisories on MoT. Does need a few bits to make perfect. good solid useable car, towbar 50000 mls 07780 544342, Flintshire

ASTRA 2-DOOR ESTATE

1989, 20,000 miles, £2,750, ovno, 2-door estate with bulletproof 1.3engine, 20,000 genuine miles just had full service, cambelt at 14000 new tyres great condition for details and photos 07399 071946, 01273 844894, Sussex

ASTRA

2003, 38613 miles, £4950, Bertone Edition 100, 2 owners from new, FSH, original bill of sale, all previous tax discs, previous MoTs, looks factory fresh, currently on private number plate. 07969 105214, Huddersfield

ASTRA



1995, 54000 miles, £1700, Excellent condition, been very well looked after, full service history, lots and lots of paperwork, 12 months MoT, interior is mint, struggle to find one in this condition. 074754 33883, Northampton

VELOX



1955, 40000 miles, £9000, Stunning example, leather seats in excellent condition, Juke Box style dashboard, restored a few years back, dry stored. 07956 453209, Sutton

NOVA



1989, 49000 miles, £1500, Long MoT, lots of history, owned the car for around two years, been a joy to own, stack of history, bodywork is very good for its age, structurally solid. 07850 324125, Newquay

CAVALIER



1995, 64500 miles, £1750, Very well looked after, lots of smiles, lots of recent work, 2 keys, great service history, a cheap way in to classic motoring, please call for more information. 07399 656629, Barrow-in-Furness

ASTRA



2001, 180000 miles, £2850, Very rare car in excellent condition, MoT Oct 2020, loads of bills, Irmscher interior and seats, spoilers front and rear, electric windows, sunroof, 2 sets of keys. 01626 770615, Teignmouth

VX220



2003, 15440 miles, £15000, Original car in mint condition, full service history, very rare Mandarin Orange with matching leather interior, comes with hard and soft top, please call for details. 07821 919587, Lyndhurst

CRESTA



1962, 68000 miles, £15750, Turquoise/Cream, restored 2015, bare metal respray, waxoiled, zero rust, new interior, chrome, seals, unleaded, brake servo, electronic ignition, alternator. 01454 886684, Frampton Cotterell

VOLKSWAGEN

GOLF CABRIOLET



1992, 160000 miles, £6250, Great condition, needs some TLC for the interior, 11 months MoT, taxed and SORN, had this car for 16 years, well looked after, exterior is pretty good. 07391 104159, Shenfield



2001 VAUXHALL 1.8 IRMSCHER SX1 ASTRA 2 DOOR
 MILEAGE 180,000 PRICE £2850 (ONO) TEL 01626 770615
 OR 07480 638150 (DEVON)

Dark Met Green, manual, very rare car in excellent condition, MoT Oct 2020, loads of bills, Irmscher interior and seats, spoilers front and rear, electric windows and sunroof, 2 sets of keys. (SC 2915)

PASSAT



2001, 120000 miles, £1995, Grey leather and suede, heated trim, p/s, c/l, e/w, factory alloys, full service history, a long MoT, getting rare now, please call for more information. 07973 340442, Epsom

BEETLE



1967, 21700 miles, £8000, One year only, nice and quiet gearbox, solid underneath, under sealed, really solid and dry, drives really well, interior in really great condition. 07711214963, Littleborough,

BEETLE



2000, 107000 miles, £1500, 2 owners, i bought it in 2013, beautiful to drive, never had a problem, completely reliable, roof mounting bike carrier is included for free. 07492 779979, London

SUPER BEETLE 1303



1973, 145,000 miles, £6,450, ono, New TES engine 1700k on it loads new parts runs great interior replaced some surface rust/ bubbles nothing major no rot or welding needed sound floor and body selling to fund our t2 bay window 07900 900056, West Midlands

BEETLE



1972, £8,500, No offers, This car is truly amazing and has been lovely restored and owned by myself for 3 years. Painted in agave green which is a genuine vw colour from the 50s. 01908 941286, 07414 733856, Milton Keynes

GOLF



2003, 53950 miles, £14950, Exceptional original condition, very rare, overall condition of the paint and bodywork is excellent as is the under-body, just had a service and fresh MoT. 078367 63763, Silverstone

POLO



2000, 69000 miles, £2250, Excellent condition, full service history (mostly main dealer), service book and manuals, interior is excellent no rips/stains or scratches. 07787 404870, Rickmansworth

POLO



1983, 141830 miles, £2000, 1 lady owner from new, very original, wealth of paperwork, MoTs & even the original invoice, very honest for its age, structurally and mechanically sound. 07973 378573, Godalming

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MICROBUS



1963, 1200 miles, £65000, Full nut and bolt restoration with bespoke, hand-built camping interior, original registration documents, other historical paperwork, fully rewired. 079174 03040, Lee-on-the-Solent

BEETLE



1975, 15000 miles, £8995, 100% restored, Japanese import, new engine, brakes, tyres, suspension, mint interior, faultless car, MoT and tax exempt, runs off unleaded. 07587 971298, Preston

VOLVO

740 GL



1988, 213,000 miles, £2,950, Auto, red, in excellent original condition, deep shine paintwork, no rust, no tears to seats, new replaced headlining, drives perfectly, 7 seats, FSH, new MoT will be issued 07778 288783, Middlesex

940



1996, 38500 miles, £3500, Exceptionally clean & honest example, five alloys have been refurbished and fitted with new Avon tyres, few age related marks but this car is 99% there. 07970 936787, Willenhall

122



1966, 62000 miles, £5500, Tax and MoT exempt, original pearl white with red interior, mileage believed to be true, some history, tow bracket, front and rear seat belts in regular use. 079710 48682, Ringwood

960



1996, 221000 miles, £1200, Rare 960 Royal limo, all electric & h/ seats, Hermes leather, built in mini fridge, wood trim, c/control, drives beautifully, MoT Feb 20. 075174 01140, Blackpool



VOLVO 940 2.4 CELEBRATION AUTO ESTATE
 PRICE £5990 (T) TEL 01353 482011 (CAMBS)

Classic Volvo 940 Celebration estate, these celebration models were the very last of this great Volvo model, now getting very sought after in this condition with a low annual mileage, only 5,700 per annum from new, been a member of the Volvo Owners Club for a number of years, just been serviced, drives without issue, please telephone for more information, (Trade).(SC 2911)

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1990 Lotus Elan SE Turbo **£9,990**

This sensational Lotus Elan (M100) SE Turbo is finished in White with Dark Grey upholstery. This example has covered 75,879 miles and come with a fantastic 11 stamp service portfolio. For full specification and history visit petervardy.com/heritage.



1989 Rover MINI 30 **£13,990**

This MINI was manufactured to celebrate thirty years. With only 3,000 models produced for the UK this represents a fantastic piece of British motoring. This example comes in Cherry Red with half leather seats and has covered 19,179 miles. For full specification and history visit petervardy.com/heritage.



1991 Jaguar XJS V12..... **£28,990**

To commemorate Jaguars success at the '24 Heures du Mans' a limited edition 'Le Mans' model was introduced. This car is number 266 of 280 & is finished in Signal Red with Magnolia interior, contrasting seat piping & a mileage of 47,000. For full specification and history visit petervardy.com/heritage.



1981 Mercedes Benz 380 SLC Auto..... **£29,990**

Peter Vardy Heritage offer this rare Mercedes Benz 380 SLC (C107). Finished in magnificent Thistle Green Metallic with Full Olive Leather Upholstery. Having covered just over 17200 miles, it retains the look and feel of the period without compromise. For full specification and history visit petervardy.com/heritage.



1982 Mercedes 280 SL Auto (R107 Model) **£37,990**

Peter Vardy Heritage are delighted to offer this exceptional Mercedes Benz. Registered and supplied on 22nd of April 1982, the vehicle has covered 37,966 miles and is finished in Thistle Green Metallic, with Sports Check Interior. For full specification and history visit www.petervardy.com/heritage.



2005 Mercedes SL55 AMG F1 Pace Car Ed..... **£54,990**

We offer this vehicle with an incredibly low mileage of only 6,040. Finished in Brilliant Silver Metallic and comes with a panoramic glass roof, leather two-tone Alpaca Grey interior, navigational system, BOSE sound system & more. For full specification and history visit petervardy.com/heritage.



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940



1994, 37740 miles, £2950, Maroon colour, genuine mileage, good runner, full turbo, very clean condition, been garaged. 07399 131973, Cumbria

COMMERCIAL VEHICLES

FORD TRANSIT MK1



1972, £2,750, Body work good, very good chassis, tax & MoT exempt, would convert into great classic camper, please call 07759 929222, Durham

FORD TRANSIT RECOVERY

1995, £1,200, Recovery truck, MoT'd, clean & tidy, no longer used, good tyres, oil leak, spares included in sale, cheap 07950 398750, West Midlands

FORD V8 VAN



1938, £19,000, or best offer, Manual, rare, Dagenham built ex civil defense right hand drive, 12 volt new gearbox new tyres, new master cylinder + brake pipes 01526 861114, Lincolnshire

LDV 400 CONVOY



2001, 56,000 miles, £1,275, Manual, crewcab pick-up recovery, MoT, petrol, runs and drives great. Ideal to carry classic cars to show, tidy truck 07759 929222, Durham

MOTORCYCLES & SCOOTERS

BSA BANTAM 175



1961, £1,700, or best offer, very good cond, needs nothing, recent new battery tyres gaskets too old to ride now need it gone good example. No swops just a cash sale ring Paul after 10am. 07733 064691, Hertfordshire

BSA BANTAM MAJOR D3



1955, 20,000 miles, £2,250, 150cc, plunger model, grey/cream panels, original buff log book, V5C on SORN, excellent condition running order, everything works, selling due to bereavement, please call. 01268 735135, Essex

BSA ROCKET GOLD STAR

1963, £16,000, Offers over, Genuine UK bike with matching numbers original reg with buff logbook. Dunlop alloy rims with new tyres. Been unused many years but still in fairly good condition. 07960 447592, Oxon

CYCLE MASTER

£795, 32cc, inner post office trade bike, needs finishing, or could sell separately. 01692 500988, Norfolk

EXCELSIOR SKUTABYK



£1,250, 98cc with V5C on [SORN] in my name this bike is for restoration. 07788 426651, West Yorkshire

HONDA SHADOW 700



1984, £995, ovno, Chopper V Twin 7 Project Standard Trike. Bobber Reverse trike running but needs tuning. Loosly put together. Interesting reg Included. for more info or viewing please ring Rob. 07970 642847, Nottinghamshire

HONDA SH50 CITY EXPRESS 2 STROKE

1985, 15,000 miles, £700, Red, auto, tidy, MoT Nov 2020, 16" wheels, top box, engine upgrade to 70CC. 07812 457484, Cornwall

SCOTT FLYING SQUIRREL



1957, £10,975, Manual, was subjected to concours winning restoration, very low mileage since, owned for 31 years, much history, original buff log book, V5c for details, please call. 07860 525401, Solihull

SUZUKI 50 FTSI

£100, Engine runs, breaking for spares, please call. 01702 558024, Essex

SUZUKI CSSO

1982, 2,141 miles, £150, Red scooter, manual, moped in very good condition but needs battery & tyres, mileage is genuine. 01473 742103, Suffolk

TRIUMPH 5TA



1963, £2,000, Open to offers, matching nos runs been stored ex police bike first reg. 07847 480299, 0161 4274625, Cheshire

TRIUMPH T100



1958, 21,659 miles, £11,000, ovno, Completely restored, very rare, original registration number, tax and MoT exempt, old buff and green logbooks, new type V5, old tax discs, 4th owner, excellent working condition, dry stored. 07794 559150, Buckinghamshire

TRIUMPH TROPHY

1993, 50,000 miles, £895, Triumph Trophy 1993 1200cc very good condition. Mot and full service history with original receipt of sale. The bike has had a new chain and sprocket replaced. new tyres and full service last year.. 01425 612958, 07899 670121, Hampshire

YAMAHA 600 FZR

1995, £1,850, ono, SORN in garage for 2 years, excellent condition throughout, only done 10000 miles, looks like brand new, white and purple, MoT'd for 1 year, nice fairing, ring/see anytime, call for more photos. 0207 2863344, 07399 079132, London

PROJECT CARS

AUSTIN A40



1963, 10,000 miles, £995, Manual, garaged for 42 years, engine runs perfect, drives, no brakes, good restoration project, rust on lower back panel + sill on one side 07831 673782, Hertfordshire

CHEVROLET STORM



1991, 115,000 miles, £1,750, Open to offers, LHD, mechanics excellent, all new belts, brakes, AC, stainless steel exhaust, faded paint, sills need welding, 2 owners 0117 9041411, Bristol

FIAT 500 GUARDINIERA



1969, £3,450, ovno, unfinished project. ideal running project with a little TLC, needs interior and little bodywork. On Italian plates. New floor and front panel fitted 2011 in Italy. 07970 642847, 07970 642847, Nottinghamshire

FIAT PANDA 4X4



1989, 58,000 miles, £225, Manual, spares or repairs, owned since 2003, engine runs, log book but not on SORN, needs welding & TLC, trailer away, brakes seized, transmission all good when laid up 01844 346332, Buckinghamshire

FORD ESCORT VAN



2001, £400, ono, did run but been sat, look at MoT history, not many fails make a good project, only used for 3k a year between. MoTs 07719 959732, 07719 959732, Staffordshire

JAGUAR XJ6 2 SALOON SWB

1973, £3,500, Dark blue, auto, body completely rebuilt and painted, sus rebuilt, all new parts, fr + rear, new petrol tanks, engine restored ready for rebuild, all new parts, van load of spares included 01787 222889, Essex

LAND ROVER SERIES 1



1955, Open to offers, V5 logbook and chassis. Original valuable 3 letters and 3 numbers registration number. Complete with teh original number plates and chassis. Owned for 15 years but a change of plans results in the sale. 07446 881808, Nottingham

MERCEDES 500 SEC



1988, 20,000 miles, £2,495, Auto, project, runs, no MoT, has 1 new MB front wing, please call 01483 282830, Surrey

MINI INNOCENTI

1972, £10,250, ono, Green, manual, 1275 rebuilt engine, new sills and floors, seats & battery. Ready for finishing, painting & MoT, excellent all round 07976 268273, Herefordshire

VOLKSWAGEN CAMPER DEVON MOONRAKER



1987, 120,964 miles, £1,800, ono, 2.1 injection 5 speed. Van needs some welding and the engine will need looking at as has not been started for years The camper is far to good to break. 029 20300024, Cardiff

VAUXHALL ASTRA MK3 ESTATE, 1 REG

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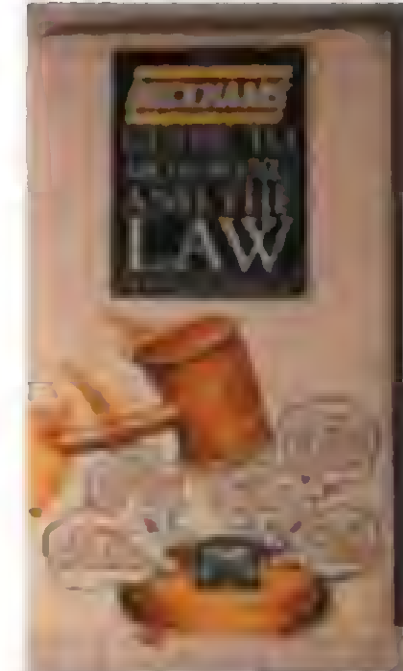


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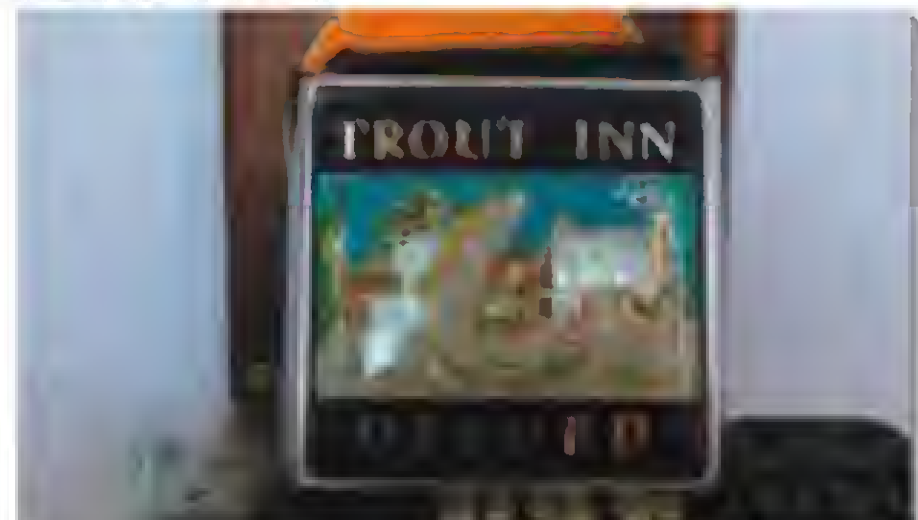
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Wanted. Pre 1920's very large fuel funnel. These are usually round in shape and probably at least 12 inches diameter. Good price paid. Will collect from anywhere. 07788 961514, UK

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Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514, UK

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Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words. Will collect from anywhere. 07788 961514, UK

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SEATS WANTED

Wanted. Pair of seats to suit Edwardian period car. What do you have? Good price paid and prompt collection from anywhere. 07788 961514

SIGNS WANTED

Wanted. Any old motoring related signs, also any automobilia and collector's items. Whole collections or single items. Good prices paid and prompt collection from anywhere. 07788 961514

SPLINED WHEEL CENTRES

Wanted. A set of Type 52 mm Rudge wheel centres wanted. The centre internal splined hole is about 71 mm diameter and 70 spoke holes in each one. Good price paid for the right ones. 07788 961514

ALLOY WHEELS PLUS TYRES

Wanted. Set of alloy wheels plus tyres, for R reg Nissan Micra 1.3 or just alloys would do. SLX model, please call. 07759 523246, Gloucestershire

AUDI 80 (1992-96) NEW HEADLAMPS. SILVER FRONT WINGS ETC

Wanted. Pair of new headlamps & new or good secondhand left hand front door lock part number 8A2837015A. New ignition coil for 2.0L petrol engine. New ignition switch/ key. Good second hand silver front wings etc. 07968 048762, Worcestershire

AUSTIN HEALEY 3000 PARTS

Wanted. Shell, whole or front/rear, bulkheads/firewall etc. Any useful parts, whole 3000cc rockershaft complete for B.M.C C series engine. 3000cc type & manual flywheel, Lucas starter. Type M418G. 07840 400569, Bristol

HEADLAMP BEZELS

Wanted. Headlamp bezels for Riley 1.5 in VGC. 07771 510562, Norfolk

MG TF SIDESCREEN

Wanted. For 1954 a full set of sidescreen, in good condition, please call. 07593 424385, Worcestershire

PAIR OF STAINLESS STEEL DOOR SEALS

Wanted. For 1969 Sunbeam Rapier Fastback or Hillman Hunter also ignition key barrel lock plus seatbelts for same, reasonable price paid. 01622 820123, 07484 023000, Kent

RADIO - POSITIVE EARTH

Wanted. Positive earth car radio. Nothing fancy, just basic simple radio (shoestring budget). 0161 2208511, Manchester

RAYDYOT CATALOGUE

Wanted. I am searching for Raydyot Accessory catalogues, also Ulma, Viano and Super scooter Accessory catalogues, from 1950s and 1960s. I am very grateful if you could help. 07790 766805, Hertfordshire

RAYDYOT PANNIERS

Wanted. ade by Raydyot in the 1950-60s for Motorbikes and scooters, I would be very interested if anyone has any of these they would like to sell. 07790 766805, Hertfordshire

RAYDYOT SCOOTBOOT



Wanted. I'm searching for a scooterboot handle, parts for scooterboot or complete boxes. If you can help please contact me. 07790 766805, Hertfordshire

REAR SPRINGS

Wanted. Rear springs for 1965 Wolseley 6/110 MK2, please call. 0116 2761649, 07724 612997, Leicester

REV COUNTER DRIVE

Wanted. SS Jaguar 1936 Rev counter drive or SS 100 1936 on. In any condition or working order. Or any other parts useful for this project. 01725 517256, 07484 668234, Hampshire

ROLLS ROYCE SHADOW 2 PARTS

Wanted. Polished mahogany wood for around doors, head rests, good condition. Also need two side mirrors, headlight and the trim and any other spares for 1979 ring anytime, cash waiting. 0207 2863344, 07399 079132, London

ROVER 75 NEW ORIGINAL EXHAUST SYSTEM & TOWBAR ETC

Wanted. Original Diesel exhaust or original Bosal rear silencer new (part number 290-967) or good second hand new towbar preferably with electrics. Also miscellaneous new spares. 07968 048762, Worcestershire

VAUXHALL ASTRA COOLING FAN

Wanted. 1995, 1.7 Diesel, MK 3. 07722 712293, Surrey

CARS UNDER £1000

AUSTIN

PRINCESS VANDEN PLAS 1300



1969, 58,470 miles, £850, Auto, leather seats, picnic tables, running project good for restoration, requires welding, please call for more information/ viewing between 9am-5pm 01452 524384, Gloucestershire

METRO CITY



1989, 40,000 miles, £500, Red, manual, on imperial alloys, also original wheels, tyres and trims, roof rack, owned by two connected families from new, garage maintained, MoT to 7th April 2020, used regularly, enjoyable drive. 01923 224744, Herts

FIAT

CINQUECENTO



1998, 39,483 miles, £875, SX, 0.9, green metallic, great condition, cylinder head done and aux belt, non smoker, seat bolster ripped, clean inside, starts / drives perfect, some rust bubbles on 1 wheelarch. 07393 758488, Lancashire

FORD

ESCORT



1995, 33000 miles, £450, Here you have a future classic, priced for a quick sale, great for a renovation project, little body rust, standing for a few months but used regularly before. 07808 696969, Brierley Hill

HONDA

CIVIC



1980, 88500 miles, £300, 1 owner from new, MoT 6 months, needs work to air conditioning motor. 01344 622251, Sunningdale

MERCEDES-BENZ

C 220 DIESEL



2000, 80,000 miles, £995, Auto, only 86K mls, old MoTs for proof, engine & g/boc perfect, drives smooth, any trial, selling due to buying smaller car 07947 767402, West Midlands

SLK-CLASS



1997, 146666 miles, £995, Nice car for the summer, drives well, roof works, new battery and front tyres, MoT till October 2020, good condition for year, black leather trim. 01793 764840, Swindon

MG

TF

2003, 50,000 miles, £595, Silver, manual, 1600cc petrol, average bodywork, alloys, nice stereo, recent MoT 2021, showing 50K, cheap for summer 07950 398750, West Midlands

TF



2003, 77021 miles, £950, 1.6, one owner, MGOC, full service history, all bills, tonneau, windstop, 4 x 16" Toyo Proxes, glass HRW, s/s water pipes, Lolarm, MoT. 07976 625051, Winchester

NISSAN

MICRA 1S K10



1993, 23,076 miles, £875, Manual, 988 petrol, MoT end Oct 2020, reliable car, 2 lady owners, tyres good, spare wheel never used, some welding on sill last MoT, genuine car 01568 780237, Herefordshire

PEUGEOT

306



1999, 151000 miles, £600, Low ownership and excellent provenance, bought the car in August 2018, starts first time in all weathers, is very economical, in good overall condition, MoT Sept 2020. 07491 928393, Woodbeck

306 PINIFORINA CABRIOLET

1996, 49,000 miles, £300, ono, 2ltr, petrol, part service history, previous MoTs, good hood, lacquer peeling in places, maroon, too good to break, did run 01622 820123, 07484 023000, Kent

206CC CONVERTIBLE

2002, £995, 1.6i manual 5 speed, silver, new tyres all round, serviced, reluctant sale, very good condition. 01692 500988, Norfolk

306



2001, 79600 miles, £695, Full service history, full leather interior, new cambelt/tensioners/ water pump, front discs/pads, front tyres, MoT till November, well maintained and in good condition. 07895 817186, Southport

RENAULT

ESPACE



2001, 72000 miles, £695, Super rare, in excellent cosmetic condition, fully documented service history, starts and runs perfectly, MoT expired over a year ago. 07761209652, East Lavant

ROVER

10 SPECIAL



1933, £950, ovno, 1933 Rover 10 Special needs restoration ideal project mostly sound 07800 668646, Worcestershire

100 ASCOT

1998, 40,000 miles, £700, 1.1 petrol, white 01234 721189, Bedford

MAESTRO CLUBMAN

1991, 70,000 miles, £750, Good condition 01234 721189, Bedford

MONTEGO COUNTRYMAN

1991, £650, 2.0 Turbo diesel, 7 seater, blue 01234 721189, Bedford

623GSI



1997, 117 miles, £350, Rover running gear, full leather interior, top of the range model, off road since 2015, non runner due to alternator fault, spares or repair, need space, must go, bring a trailer 07855 988709, Peterborough

100 KENSINGTON SE

1995, 70,000 miles, £625, ono, One family owned from new. Nightfire red. Nice interior. 3-door hatchback. 1100cc petrol engine. Requires attention. 5-speed manual transmission. Some spares. Not many of these cars left, so please restore me! 07968 048762, Worcestershire

SUZUKI

ALTO 1 LITRE SPORT

2005, 86,000 miles, £750, Manual, silver, 5 dr hatch, VGC, just serviced, FSH, CD, Cassette, 5 gears, 5 seats, MoT 12 months, petrol, new tyres, £30 annual road tax, please call 07971 385242, Weymouth

TRIUMPH

SPITFIRE MARK 3

£395, Complete basket case but tax exempt. 01692 500988, Norfolk

VAUXHALL

CORSA



1993, 42000 miles, £425, Low mileage car, excellent running order, totally reliable, everything works, simple to drive, MoT & recent tyres & service work. 07986 909423, Canvey Island

VOLKSWAGEN

GOLF CONVERTIBLE



2002, 135,000 miles, £1,000, or best offer, Golf 2.0s 2.0s good condition all round drives excellent with really good body for age new hood MOTD all original alloy wheels (not shown in pics) in good presentable black cloth interior 07934 054536, 07934 054536, West Yorkshire

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4 door saloon 1098cc
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matching
numbers LHD.
Beautiful
motor car,
needs some TLC
£78,500



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XJ40 XJR
Saloon -
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£3100



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Devon,
elevating
roof
£15,750



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Morris Isis
drive it
home
£3200



Land Rover
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62 plate.
Superb
£27,500



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MX5
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puddle
jumper full
MoT leather
£1595



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Transit
Diesel
Pick up
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203
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£3250



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01376 343559, Essex

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£200, ono, very rare original audi quattro turbo alloys set oof 4 wheels germany 6jx15 h2 et45 code 447601025e in good condishion tyers 205 60 r15 collection only garage clear out 07378 949955, Northamptonshire

AUSTIN 10 PARTS

Open to offers, 1934, A10parts, sump, petrol filler panel, oil filler tube, dynamo holder, propshaft, A10 windscreen complete, 5 shockabsorbers for refurb with levers, chassis crossshaft2piece for brake/clutch pedals. 07787 523307, South Yorkshire

AUSTIN A30/35 LIGHT SWITCH

Open to offers, Austin A30/35 new light switch still in scruffy Lucas box . open to good offers, 0113 2893050, Leeds

AUSTIN HEALEY 3000 ENGINE



£7,500, ono, Rebuilt, original full running engine, unleaded and rebuilt head, high compression, factory spec by Healey specialists, mega detailed, descaled, tuned. Reproduction flat chassis, v5c, online video 07840 400569, Bristol

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£20, Plus P&P, Ford of Europe bearing brand new blister pack, part no. 1x7201848, no idea what it fits, please call 07860 469764, Sussex

BENTLEY AIR FILTER

£8, Plus P&P, Bentley air filter in box new with all seals in sealed plastic bag part no. RH1003 £8 plus p&p ring 0113 2893050, ls143dp Yorkshire

BMC A SERIES CYLINDER HEAD

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BMC A SERIES ENGINE BLOCK

£200, Plus P&P, 950cc, complete with a newly reground crankshaft with bearings (+10) and 4 pistons (+20) and conrods. Buyer to collect or pay carriage 07900 663229, Norwich

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Outer and inner sills with jacking point.Fits cars built between 1959-1965. 07968 048762, Worcestershire

BMW WHEELS

£150, 15" alloy wheels x 5 four excellent 225/60.16 tyres in good condition 07502 032532, Bristol

BOOT LUGGAGE CARRIER



£70, ono, rear boot luggage rack wood with 3 woodend slats very old and is used comes with bolts to put on boot or has suckshion rubbers but one is bigger than the rest also has clamps collection only 07547 152301, Northamptonshire

BRAKE TEST METER

£125, Plus P&P, Tapley brake meter in original box.Hard to find now. 01580 211376, Kent

BSA A10 GEARBOX COMPLETE



£150, Including P&P, for the plunger flash in good condition 0161 287584, Manchester

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£10, Including P&P, new never used telescopic to stop vandals 0161 2875845, Manchester

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£2,000, £2000 C29OSS on retention ready to transfer could be CROSS or C2BOSS 07831 409333, Essex

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£1,000, ovno, HHH 6V On Dvla Retention Certificate 07920 022718, Sheffield

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£20, Including P&P, suit classic bike in great condition like new. 0161 2875845, Manchester

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£7, No offers, boxed, ununed, also Mazda, brake pads. 01978 810393, 07738 551900, Wrexham

CLASSIC MERCEDES DOOR CARDS



£100, No offers, excellent condition . More pics or courier options, thanks. 73972 56436, Essex

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£12, Including P&P, centres the clutch centre plate various sizes. 0161 2875845, Manchester

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Too many to list, please phone for more details 07860 469764, Sussex

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£65, Plus P&P, Made by Shardlow with 0 to 4' anvils. VGC in box with tools. 01580 211376, Kent

DOMED H/L LENSES 8" DIA.

£250, Plus P&P, New. Pair marked Lucas. Pair unmarked. One Lucas not the same as other pair. Very rare find from closed garage. Might split. 01580 211376, Kent

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£170, ono, please call for details. Collection only, clearing garage 07547 152301, Northamptonshire

FORD FIESTA CVH PARTS



£95, ovno, Clutch cable and ratchet assembly, fuel pump, water pump, all brand new in FOMOCO packaging. Real snip! 01227 792698, Whitstable

FORD PARTS

Ford Sierra XR4i centre exhaust silencers unipart (bosal) good quality new £65. Fiesta MK2 front top bulkhead panel genuine new Ford £100 01803 404813, Devon

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£8, No offers, brake pads, unused 01978 810393, 07738 551900, Wrexham

HONDA CIVIC BRAKE PADS 1977

£6, 01978 810393, 07738 551900, Wrexham

HORIZON 1978 ON

£7, Lockheed. 01978 810393, 07738 551900, Wrexhja,

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Humber Hawk MK5 & 6 front bumper, rear axles, petrol tank, radiator, wheel rims and o/s outer sill windscreen wiper motors clutch release arm etc. Please call for details 01305 773250, Dorset

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£25, To fit 4.2 Jaguar head, good condition, please call 07968 805758, Hampshire

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£12, Including P&P, by Smiths part No BR1307/00 as far as I can make out. 0161 2875845, manchester

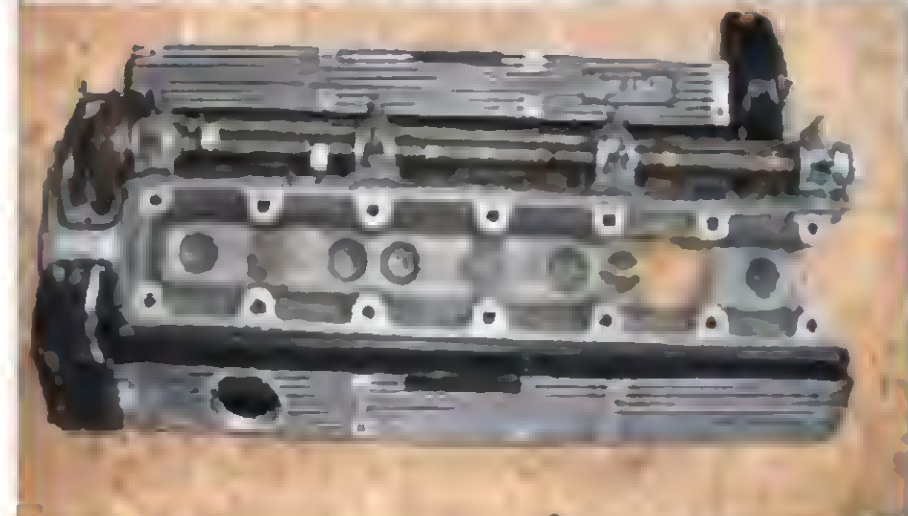
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£100, Including P&P, Jagaur E Type S1 rear & front over riders, cost £100 each, my price £100 for pair inc P&P. Please call 07534 931198, Kent

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XK150 spares, bonnet, boat, doors etc. Also Daimler 250 spares 07930 622680, Leicester

JAGUAR XJS V12 HE

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Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

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£175, ono, in very good original condition with original brass header tank. Has a crack in the header tank which will need soldering / brazing and probably worth pressure testing the core. 07446 881808, Nottingham

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Series 2/3 original rear light quarter capping £25. Air cleaner mounting/battery bracket £25. Headlamp shrouds £20 pair. Throttle pedal/link rod £15. Defender fibreglass radiator cover £10. Handbrake lever£10 07968 048762, Worcestershire

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Open to offers, Smiths dashboard clock, magnetic, working 07940 719378, Devon

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Front/rear bumpers (original, viscous coupling, Front grille assembly (excellent condition). Outer door handles, c/w keys, pads. Speedo head (guaranteed), Fuel gauge (unused). Grille circle star 01773 835462, Derbys

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£200, ovno, From a 1966, good condition for the year, bluey grey in colour, was restored in the past, collection only 073972 56436, London

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£250, Open to offers, 4 as new ally wheels with little used tyres, will fit all Maestro/Montego models. Collection only. 07801 308809, Staffordshire

MG METRO PARTS 1300

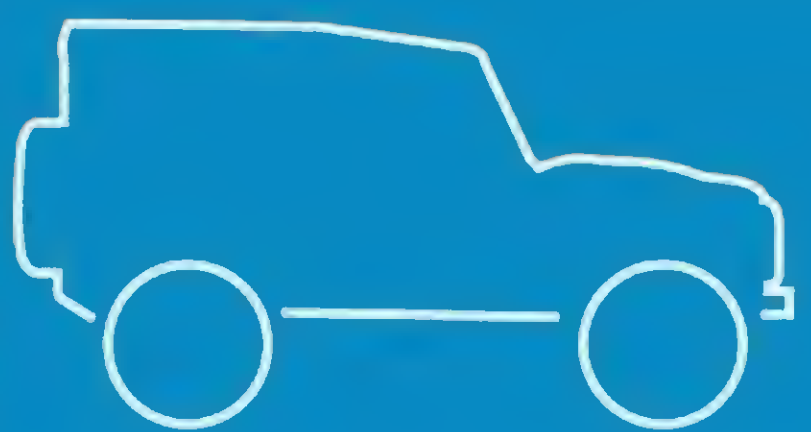
£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big S.U carburettor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

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MGB PARTS/CLEAROUT
Rear axle from 1971 £70, ally bonnet £70, boot lid £40, screen and frame £50, gearbox non overdrive £70, engine £100, all good condition. 0114 2497466, South Yorkshire

MGB SPARES
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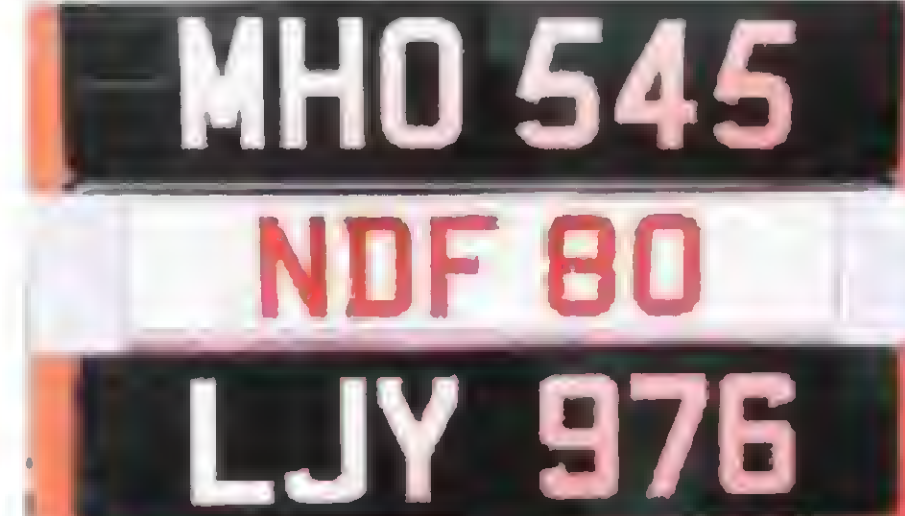
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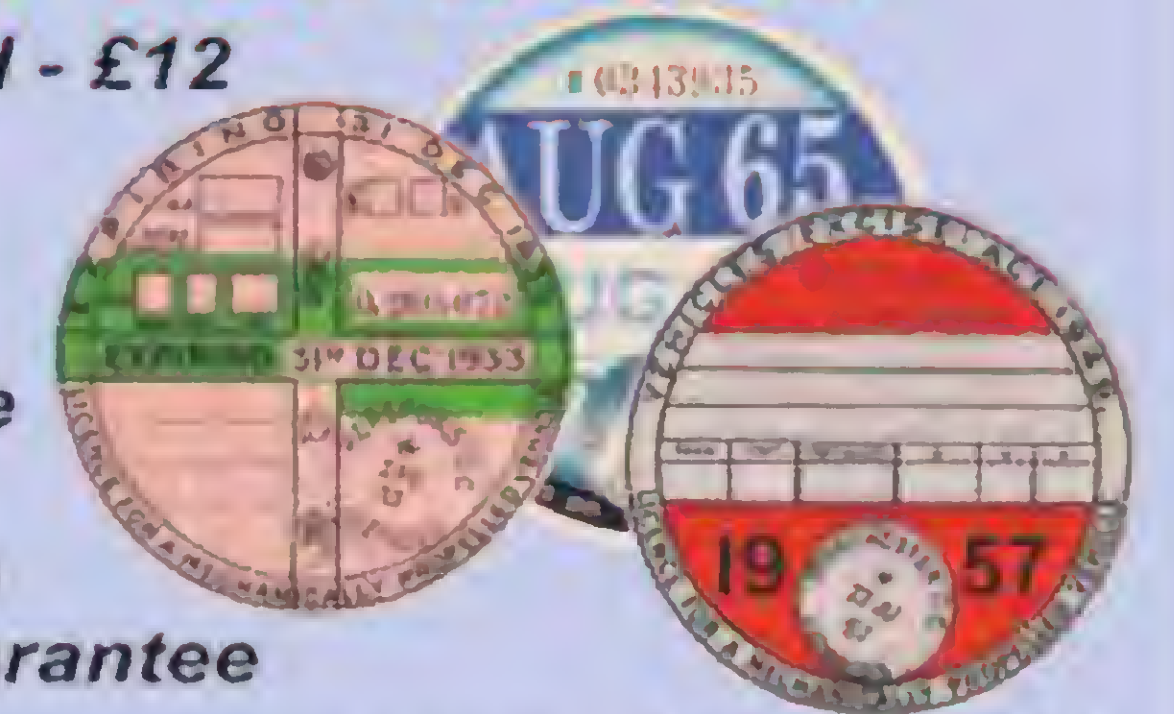


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V18 PMB £695
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V66 LOO £495
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W11 RMB £1295
W131 ACK £2995
W16 JEM £1295
W24 RJC £995
W3 PRG £995
W44 APB £795
W444 LEN £995
W5 BOO £1995
W5 RPM £995
W59 KLS £495
W83 RDP £495
W88 JUE £1495
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WMR 31 £2995
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X54 JKE £495
X18 CJS £995
W47 KAM £995
LIL 2202 £995
SPR 700 £4500
3434 SR £2995
J88 NJR £395
M500 SAR £1495
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T7 JCW £1695
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713 RTT
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THE WAY WE WERE

AUTUMN 1989

HASTINGS, EAST SUSSEX

Not 1066 but 1989, and a Battle of Hastings is still being enacted – even if it's just to find a parking space...

The grumpy-looking seagull on the right of our picture looks down from his lofty chimney perch at this tremendous 1989 panorama of motor vehicles in Hastings. 'Some of the cars here are rare even today and any survivors would be much coveted 30 years from now,' he was (probably) thinking. Actually, he was more likely to be thinking: 'Time to leave my calling card on that silver Maestro.'

Where do we begin with this lot? Well, the parked row to the left of our picture begins with a red Ford Escort van MkIII, a Nissan Sunny, Renault 21 hatchback (find one of those today!), then a Ford Sierra Sapphire, a Mitsubishi Shogun and – we think – an orange Datsun Violet.

Passing this line-up are two Ford Escorts – a grey MkIV and a yellow MkII – and a white example of that excellent Ryton-built alternative to the Ford Sierra and Vauxhall Cavalier, the Peugeot 405.

Approaching the zebra crossing are an E30 BMW 3 Series and a Vauxhall Cavalier Sports hatch, with a Ford Fiesta MkII and – again, we think – a B210 Datsun 120Y estate chasing a Vauxhall Astra MkII.

Is the dark blue car passing the parked Range Rover a Triumph Acclaim? The gentleman vaulting the central reservation appears to be trying to escape from it!

Let's cross the road ourselves to admire the line-up of parked cars

facing the cameras, beginning with two Ford Sierras (one of which, inexplicably, appears to have a black vinyl roof). It's almost impossible to identify the cars behind the Ford siblings and we can't be sure whether that's a Fiat Uno in the layby further up the road or a Lancia Y10. That's almost certainly another Vauxhall Astra MkII behind it, though, and there's no mistaking the yellow Austin Metro, silver Ford Sierra, green Opel Ascona and – probably the oldest car here – the white Renault 12 further back.

Even further down the road can be seen a Bedford CF2 motorhome, the joyous expanse of a Nissan Prairie, a white VW Golf MkI (possibly a Clipper) and a yellow Volvo 145.

Driving towards us are a Mercedes W123 estate (\$123 if you want to be pedantic about it), with a trio of Peugeots (309, 305 – largely forgotten today despite sales of 1.7 million from 1977-88 – and 205) just ahead. That's a Nissan Micra (the Japanese-built K10 facelift version) closer to the camera, plus yet another Astra MkII and a sunroof-equipped Austin Maestro.

A peek at the parked line-up to the right of the London Trader pub (which is still with us today) reveals such joys as a beige (though it might be gold) Ford Cortina 80 and, facing us, a Volkswagen Golf MkII sporting a rather angry-looking aftermarket quad-headlamp front-end.

NICK LARKIN



A legend in his own bus timetable, Nick contributed issue one of *CCW* back in May 1990. Rumour has it he's seen every episode of *On the Buses*.

Cars apart, this scene hasn't really changed enormously in 30 years, though the Corner House Restaurant is now the Two Bulls Steakhouse. The Cutter pub, dating back to 1769, is still going and The Seagull Restaurant remains in flight.

Hastings Pier has had something of a mixed history and 1989 would have been the last complete year in which you could have visited the famous 1872 structure before a storm inflicted severe damage on it the following year.

The pier was then virtually destroyed by fire in 2010 before finally re-opening in April 2016.

The huge white building in the background is Marine Court, a Modernist construction built to resemble an ocean liner and opened in 1938. It's now Grade II listed.

Maybe the few surviving examples of some of the cars here should also be listed due to their rarity, but maybe not, in some cases, for their architectural merit...

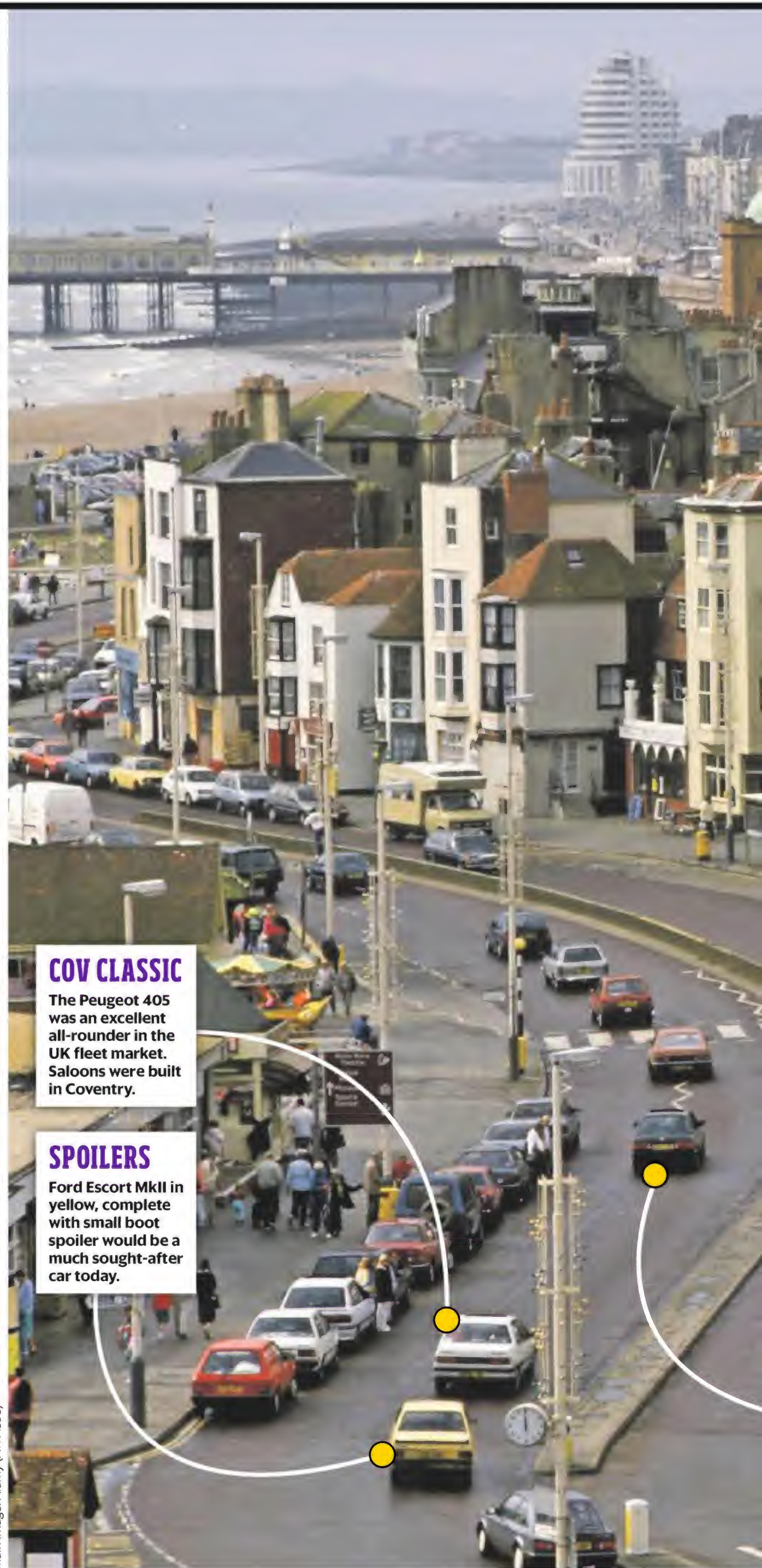
COV CLASSIC

The Peugeot 405 was an excellent all-rounder in the UK fleet market. Saloons were built in Coventry.

SPOILERS

Ford Escort MkII in yellow, complete with small boot spoiler would be a much sought-after car today.

Main image: Alamy (AWN398)



LOSE YOURSELF IN 1989

CORRIE MILESTONES

ITV screened the 300th edition of Granada's *Coronation Street*, which first aired in 1960. The programme also attracted its biggest ever audience as 27m people watched villainous Alan Bradley, played by Mark Eden, get fatally run over by a Blackpool tram.

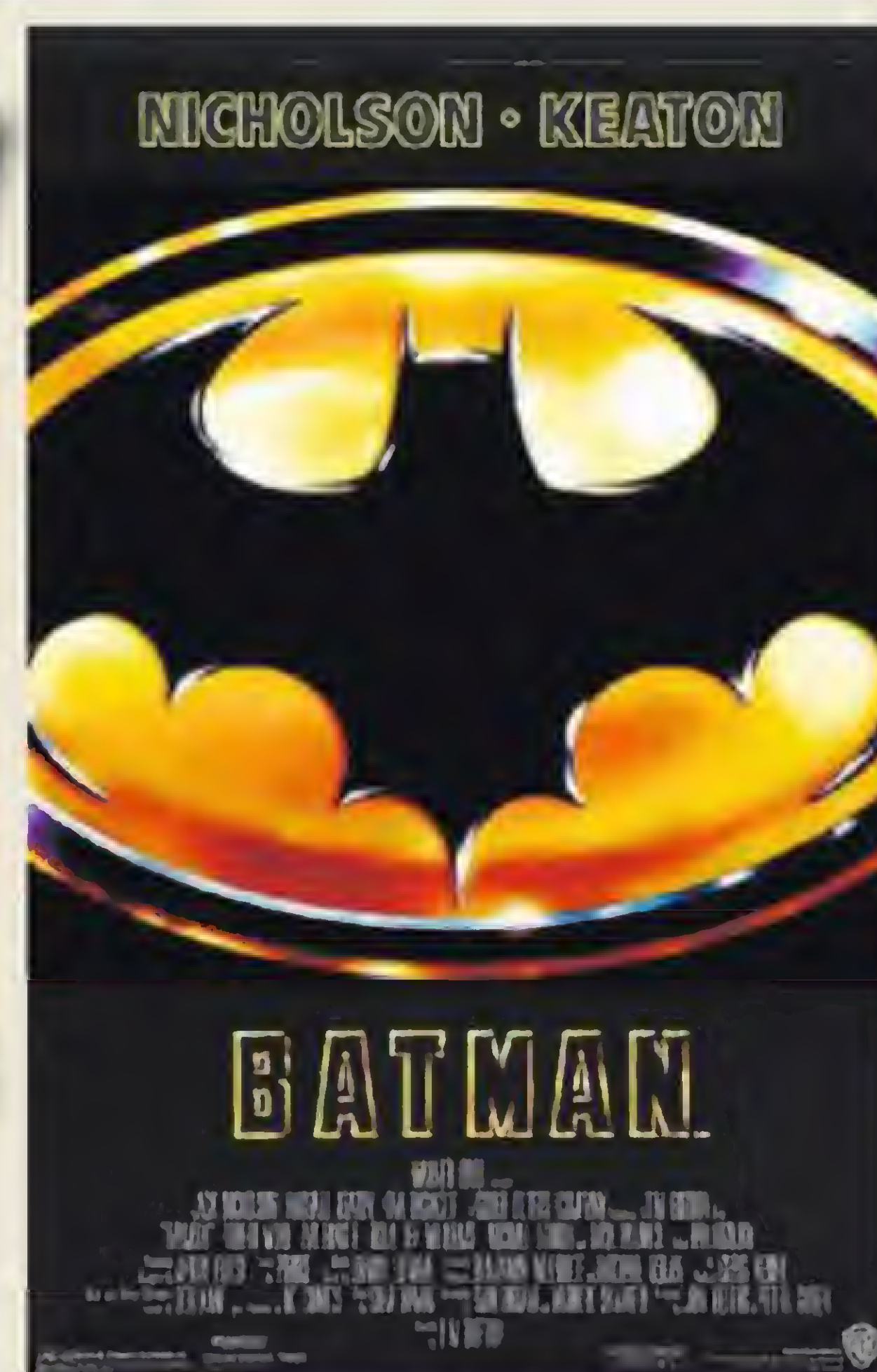
HILLSBOROUGH DISASTER

The Hillsborough disaster killed 96 Liverpool supporters in a crowd crush at the Sheffield stadium. More and more people had been ushered into penned-in standing areas and a barrier gave way. Inquests re-examining the

case in 2014-16 returned verdicts of unlawful killing.

BATMAN RETURNS

Batman made his screen return in the dark film version of 1989 starring Michael Keaton as Bruce Wayne/Batman and directed by Tim Burton,



with Jack Nicholson playing a particularly memorable Joker. The film went on to gross \$411m.

CAR OF 1989 LAND ROVER DISCOVERY

A legend began on 1989 with the introduction of the first Land Rover Discovery, designed to fill a gap between the Range Rover and Ninety/One Ten. Based on a Range Rover chassis and drivetrain, some say the newcomer was even better off-road. It was certainly a lot cheaper to buy.

The price differential was partly due to the use of items such as switchgear and instruments from other models

in the Austin Rover range in its earlier manifestations, including Morris Marina door handles.

Engine choices were initially a 3258cc V8 or 3495cc diesel. A four-door Discovery arrived in 1990, and the range was refreshed in 1992, when an automatic version became available.

The current third-generation L462 Discovery went on sale in the UK in February 2017.

LONG GONE

Peugeot 305 was a front-wheel-drive saloon and estate which sold extremely well, but is virtually extinct today.

ALL THE 3s

BMW 3 Series will be forever associated with 1980s 'Yuppies', but was miles better than most of its rivals.

ALL-ROUND

The Austin Maestro, launched in 1982, had established itself as a relatively reliable useful all-rounder by 1989.



THE WAY WE WERE: VOLUME 4

Head back to the days when cars from Austin, Morris, Rootes, Standard-Triumph and Ford ruled the nation's roads in this special edition magazine. It's packed with British street scenes from the 1950s to the 1990s, with CCW's experts revealing more about the UK's best-selling cars. Go to tinyurl.com/ccwspecials to pick up this 100-page celebration of British motoring.

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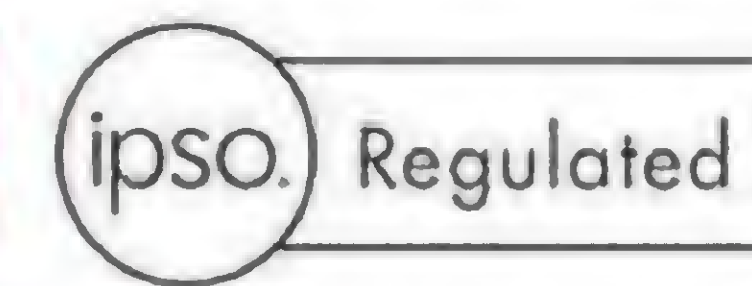
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